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TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *London, March 7th, 1809.*

IN your last Magazine a Correspondent of your's requests information on the making of Soy: the two following accounts are at his service. I would have refered him to the Encyclopedias, article *Dotichos*, but I believe the following are the sources from whence that article in each has been compiled.

I am, Sir,

Your's, &c.

I.

Account of the Methods employed in Japan and China to prepare Soy, with some Observations on the Bean from which it is produced. By Professor BECKMANN.

THIS article, which is a brown saline liquor, imported to Europe from the East Indies, is employed for seasoning various kinds of dishes, and improving the taste of different sauces. It is brought from Japan in small wooden vessels, and also from China and other parts of India in glass flasks, several of which are packed together in a wooden box. The use of it has been long general in the East Indies, where it is placed on the table at each meal, instead of salt, for the purpose of dipping in it flesh, fish, and other kinds of food.

The Japanese are said to be the inventors of this article; and, at present, their soy is preferred to any other; though it is asserted by connoisseurs that this preference arises more from the price than the goodness. In my opinion, it was first introduced in the European commerce in the present century; for it is not to be found in the old catalogues of goods; in Savary's or Lodovici's Dictionaries, nor in the old books on cookery. The first account of the method of preparing it after the Japanese manner was published by Kempfer.

Before I give a description of this method, it may not be improper to inform the reader that the people in India, instead of our common kidney beans, cultivate and use as food another species of a similar kind, called in botany *dolichos*, and which comprehends several species. Among these there is one called *dolichos soya*. This plant is all over rough; and its weak stem rises to the height of a man. Its flowers, which are small, scarcely appear above the calyx, and are of a blueish or almost violet colour. The rough husks contain for the most part only two seeds, which in form, size and taste differ very little from our garden pease, except that they are flatted, shaped somewhat like an egg, and have a black speck at the place where they begin to germinate.*

These seeds form the principal component part of soy. In Japan they are first boiled, and then mixed with the same quantity of barley or wheat meal (the latter is for the purpose of giving the soy a dark colour); and the mixture, being covered up, is deposited for twenty-four hours in a warm place, where it ferments. The same quantity of common salt, with the like quantity and half as much water, is thrown over it; and the

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* *Hilum fuscum*. The first description and figure of this plant was given by Kempfer in his *Amœnitat. exot.* p. 837, 838. Both these, however, were improved and rendered more complete by Bergius in *Abhandlungen der Schwedisch. Akad.* xxvi. p. 281. The latest descriptions are those of Thunberg in his *Flora Japonica*, p. 282; and Jacquin in *Collectanea ad Botanicam et Hist. Nat.* vol. i. p. 46.

whole mass, for the space of two or three months, is stirred round daily with a chocolate stick, and closely covered immediately after. At the expiration of that period it is strained or squeezed through a linen cloth, and the liquor, which is preserved in wooden vessels, becomes always clearer and better the longer it is kept. The mass which remains is again subjected to a like process by having water poured over it, and, being stirred round for some days, as before, is then strained.

Of the preparation in China the following account has been given by Eckberg, a Swede *: Thirty-five pounds of these beans, clean washed, are boiled for a few minutes with water in a covered vessel, until they can be easily pressed together between the fingers. They are then put into a sieve; and when they are still moist, after the water has run off, they are stirred round in fine meal, made of the same beans, until they are completely covered by it. They are then put into small sieves, or laid upon smooth mats to the height of an inch and a half above each other, and are deposited in a basket covered with mats, where they are suffered to remain three or four days till they begin to grow mouldy. They are then first exposed to the air, and afterwards dried in a strong sun-heat, or in a warm place, until they can bear the stroke of a hammer; when they are rubbed between the hands, and in that manner freed from the meal and mouldiness with which they are covered. They are then thrown into earthen vessels, and a pickle composed of 20 pounds of salt, and 100 pounds of spring water is poured over them. These earthen vessels are exposed open during the day to the sun, but at night they are covered; or they are put in some warm place, for the space of six weeks, until their whole substance be well extracted. When it is observed that the pickle has become thick and of a dark brown colour,

* Abhandlungen der Schwedischen Acad. xxvi. p. 40.

it is poured off, and boiled several times in order to render it thicker. Some, during these boilings, add to it sugar, ginger, and other spices according to pleasure, leaving the whole to stand for a few days; after which it is strained.

From what has been above said, it may be readily perceived that the preparation of soy in Europe would be attended with no difficulty if it were possible to cultivate the beans. Bergius, however, gives his countrymen little hope that this can be done; and chiefly for this reason, that the plant blows so late in green-houses, that the summer is gone before the fruit can ripen. But this is often the case with exotics which are reared by our gardeners in hot-houses. As they only begin to blow when their nourishment decreases and occasions a stoppage of their growth, the same thing may happen too late in too fertile a soil, or when they have a superfluity of nourishment. On the other hand, when they are transplanted into soil somewhat poorer, and into an open place where they have less shelter, they do not grow so quick and so long; but they blow earlier. And hence it happens, that many exoties planted in the open air produce ripe seeds, which could never be obtained from them while they were preserved as curiosities and favourites of the gardener in green-houses. I consider it, therefore, as an experiment worth making, to plant these beans in the open fields; and I am inclined to think that in many summers they would produce ripe seeds, especially as Jacquin says expressly that they throve well at Vienna in the open air.

Should my conjecture, however, be not realised, this would not, at any rate, be the case with of that Bergius, who is of opinion that a kind of soy might be obtained from our pease and beans by the same or a similar process; but indeed it would have this great fault, that it would be too cheap, and too soon become common.

METHOD OF PREPARING THE CHINESE SOY.

By M. DE GRUBBENS: *extracted from the Memoirs of the Academy of Sciences at Stockholm for* 1803, *first Quarter, by M.* LINDBOM, *Captain of the Swedish Mines**.

THE transactions of the Swedish Academy for the year 1764 contain a description of the method of preparing soy, by the late captain Ekeberg; but as this description is incomplete as well as incorrect, since the real Chinese soy will not be obtained by following it, I am fully persuaded that M. Ekeberg never saw, nor was acquainted with, the true process for preparing this substance. There is reason to believe that he gave his description from the accounts of the Chinese, who are not always ready to speak the truth, as I observed during the five years I resided in China, when I wished to obtain complete information in regard to the method of managing a certain kind of silkworm which spins five or six times every year: the method of dyeing silk and cotton, and various other particulars in regard to the Chinese economy.

Having since obtained, for a very high price, certain information in regard to these points, I have seen how much their accounts differed from the truth. The case was the same when I wished to be made acquainted with the preparation of soy; but as I have now procured a very correct account of it, I think it my duty to communicate it to the academy.

Soy is prepared from a kind of beans which are whiter and smaller than those of Turkey, the farina of wheat, salt, and water. The proportions are, 50 pounds of beans, 50 pounds of salt, 60 pounds of the farina of wheat, and 250 pounds of water.

After the beans have been well washed they are boiled with well water in an open pot for some hours, or until they become soft enough to be kneaded with the fingers. During the boiling

* From the *Annales de Chimie*, No. 148.

they must be always covered with water that they may not be burnt. Care must be taken not to boil them too much: if they are diluted, too much of the substance remains in the juice. When the beans are boiled they are put into large flat wooden tubs, or, as the Chinese do, into vessels made of thin broad splinters of bambou, two inches and a half in depth and five feet in diameter. In the latter they are spread out to the depth of two inches. When they are sufficiently cooled to be touched with the hand, the farina of wheat is added, and well mixed with them; and this is continued till the whole farina is exhausted. When the mass becomes too dry for the farina to adhere to the beans, a little warm juice is added.

When the whole is well mixed the mass is spread out in the tubs above mentioned, taking care that the strata are not more than an inch or an inch and a half in thickness. The mass is then covered by placing over it a lid which exactly closes it. When it is observed that the mass becomes mouldy, and that heat is disengaged from it, which takes place in the course of two or three days, the cover must be raised up by placing two rods below it in order that the air may have freer access. In the mean time a rancid odour is exhaled. If the mass assumes a green colour, it is a sign that every thing goes on well; if it begins to grow black, the cover is raised a little more, in order that the mass may be more in contact with the air. When the mass becomes completely black it is entirely spoiled.

As soon as it is observed that the whole mass is green and mouldy, which is generally the case in eight or ten days, the cover is removed, and the mass is exposed for some days to the air and the sun.

When the whole mass has become hard like a stone, it is cut into small fragments, which are thrown into an earthen pitcher and 250 pounds of water, in which 50 pounds of salt are dissolved, are poured over them. The whole is well stirred; and the height which the water occupies in the pitcher is noted. In case one pitcher is not sufficient, the mass is put into several,

taking care that each be proportioned to the quantity of the matter.

When the pitcher is thus filled it is placed in the sun. The matter must be regularly stirred and shaken every morning and evening, but at night care must be taken to put the cover on it to preserve the mass from the cold. This cover is made convex on the outside, that the rain may more readily run off from it, and it is employed also in the day-time when it rains. The greater the heat of the sun, the more the preparation of the soy is accelerated. This operation in general is undertaken only in summer, and yet it continues for two or three months.

In proportion as the mass decreases by evaporation, well water is added, and this is continued till the salt water has entirely dissolved both the farina and the beans. The pitcher is then left some days longer in the sun, in order that the solution may be so much the more perfect, as on this depends the good quality of the soy, and even during this time the matter must be stirred every day.

When the mass has become very succulent and oily, the whole is poured into bags, which are pressed to squeeze out the soy, which is then pure, and ready to be employed. It is not boiled, as M. Ekeberg asserts. It is then put into bottles, which are well closed. The Chinese, who deal in this article, put it into large pitchers. The soy before it is squeezed out is of a dark brown colour, but it afterwards becomes black.

The Chinese prepare from the refuse that remains two other kinds of soy. The first time they add 150 pounds of water and 30 pounds of salt: having squeezed this mass, they again pour over it 100 pounds of water and 20 pounds of salt, proceeding always in the same manner as above described.

The last two kinds are not strong, but very salt; especially that of the last extraction, the colour of which is also clear,

These two kinds are the commonest in China. The difference between them is as 8, 4, 1.

In the year 1759 I prepared in this manner, in my lodgings at Canton, all the soy which I employed. I even brought some bottles of it to Sweden; it was succulent, oily, moderately salt, and entirely different from that usually sold in Europe: in regard to its taste it was equal to that of Japan, which is generally considered as the best.

This description is the more certain, as I always executed the preparation myself: I will even venture to assert, that it is that used to obtain soy of the best quality.

M. Ekeberg asserts that the soy is boiled, and that sugar, ginger, and other spiceries are added; but this is void of foundation and cannot be true, since a Chinese pound of soy does not cost more than two *canderins* Chinese money, which are equal to one and one-third skilling Swedish *. This was the usual price during my residence in China, and there is no reason to believe that these ingredients were employed in the preparation of it. Besides, soy has no taste either of sugar or of spiceries; the prevailing taste is that of salt.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *London, 7th Feb. 1809.*

I SEND you herewith the following accounts of finding, washing, and adulterating Gold.

I am, Sir,
Your's, &c.
A. D.

Account of the Methods employed by the Gypsies in Transylvania, &c. to find and wash Gold. From GRELLMANN'S *History of the Gypsies.*

THE art of gold-washing is brought to perfection in Transylvania. In the description of the process adopted in that country,

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* A canderin is equal to about 3 sous 7½ deniers French money.

it is said that all rivers, brooks, and even the pools which the rain forms, produce gold: of these the river Aranyosch is the richest, insomuch that the historians have compared it to the Tagus and Pactolus. Excepting the Wallachians, who live by the rivers, the gold-washers consist chiefly of gipseys. They can judge with the greatest certitude where to wash to advantage. The apparatus used by them for this work is a crooked board, four or five feet long, by two or three broad, generally provided with a wooden rim on each side; over this board they spread a woollen cloth, and scatter the gold sand, mixed with water, upon it; the small grains of the metal remain sticking to the cloth, which they afterwards wash in a vessel of water, and then separate the gold by means of the trough. When larger particles of sand are found in their washing, they make deeper channels in the middle of their crooked boards, to stop the small pieces as they roll down; they closely examine these small stones, and some are frequently found to have solid gold fixed in them.

Account of the Methods practised by the Negroes on the Slave Coast, in their search after Gold, and their Cunning in the Adulteration of it, to impose upon European Traders.

THE precious metal is generally found in three different kinds of places: the first and best is in the vallies situated between mountains. Here the negroes, knowing by certain marks where the gold is, dig pits and separate it from the adhering earth. The second is in, at and above rivers and falls of waters, which rushing down from the mountains, wash away large quantities of earth, and with it the precious metal. The third method of finding gold is on the sea-coast, and at the mouth of rivers and rivulets, as at Axim. No sooner a heavy shower of rain falls, than those places are visited by hundreds of negro women naked; each of them is furnished with a small tray, which they fill with earth, and wash repeatedly, till the gold is

freed from the earth, and falls by its specific weight to the bottom. Some in a whole day find, perhaps, not the value of sixpence, while others are so successful as to make pounds. The gold thus dug, or found, is of two sorts; the one is called gold dust, which is as fine as flour, and most valued both in Africa and Europe. The other kind consists of pieces of different sizes, some weighing not twopence, others perhaps thirty guineas, but these last are scarce. However, the negroes affirm, that in the inland countries, pieces weighing two hundred guineas are found. These solid lumps go by the name of mountain gold, and when melted touch better than the dust, if pure, which it seldom is. The negroes have a variety of methods to sophisticate the precious metal; one is the casting it into *fetiches**, mixed with half or a third part silver and copper. These fetiches are cut into small bits by the negroes to the value of three farthings each, which serves for the current coin of the country. It is a common proverb among them, "That you cannot purchase much gold for a farthing;" but even with that value in gold, you may here go to market, and furnish yourself with bread, fruits, and other necessaries. The negro females know the exact value of each bit at sight; they are seldom mistaken, generally giving you the exact value, with the same accuracy as if it had been weighed, and yet the difference is so small as to escape the eyes of Europeans. These pieces go by the name of *kakaraas*, or little worth, which is true in a literal sense, for in Europe it is valued only at forty shillings per

* These fetiches are a sort of artificial and base gold, strangely shaped in moulds of a black ponderous earth. The Negroes have also fetiches of unalloyed mountain gold, which they keep for ornaments, and seldom pass into trade. Nothing can exceed the address of those barbarians, first in counterfeiting the precious metal, and then in passing it off for genuine gold. If the Europeans refuse, they are no less peremptory in denying the cheat than artful in concealing it. So great is their obstinacy in this particular, that the Europeans are often forced to accept of what they know to be false gold, and strangers are frequently deceived by the warmth and seeming integrity of their professions.

ounce, yet it is current all over the coast, and accepted by European garrisons in pay.

Another neat manner of adulteration they have, which sometimes deceives very experienced traders, who have not weighed it in water. They cast pieces of gold so artificially, that the external crust about a line thick shall be pure, while the inside consists wholly of copper, perhaps of iron. This is a new invented cheat, but the most common false mountain gold is a mixture of silver, copper, and a proportion of gold, extremely high coloured, which much facilitates the deceit; for the Europeans being obliged, in trade, to receive two or three pounds weight at a time, it would be tolerably tedious to touch every piece, so that they frequently trust to appearances, and are deceived. A third method, which they sometimes practise to deceive the Europeans, is the most barefaced and palpable. This is by a powder of coral, or copper-filings, tinged so exactly like gold, that only scales can discover the counterfeit.

The usual method taken by the European factors for the detection of those frauds, is to cut the large piece through the middle, which immediately discovers whether the mass be pure and homogeneous. The small bits they lay upon a stone and beat with a hammer. If they are composed of coral, they will crumble and fly off; if metal, they will prove malleable, after which, to know if the metal be gold, it is tried by the knife or by the touch. To try dust, they put the gold in a bason, and winnow it by blowing it as it descends. The base will fly away, and the genuine, by its weight, will fall to the bottom. Upon repeating this experiment, the false is separated from the true and only the pure is found in the bason. Strange, that where the trade is of such consequence, and frauds are so frequent and important, the methods of trial should be so gross, imperfect, and liable to deception! How easily might the intrinsic value of every parcel be known by the proportional scales! And as for the current coin, that is of little consequence to traders, who leave it all behind.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *London, 7th Feb.* 1809.

IN the third edition of Parkes' Chemical Catechism, I observed the following, in consequence of which, I took an opportunity of enquiring of Mr. J. Graham of Berwick upon-Tweed; a gentleman who I see is a Correspondent of your's. From him I was favoured with the account which follows the extract. I shall be happy to see the subject further attended to.

I am, Sir,
Ypur's, &c.
A Friend to the spread of useful Knowledge.

QUICKSILVER.

"AMONG those metals which most frequently occur in the metallic state may be reckoned Quicksilver. In Bishop Watson's Chemical Essays, mention is made of such a mine in this country, viz. At Berwick in Northumberland, in the midst of that town; and Mr. Hume, a native of that place, assures me, that he was an eye witness to the fact."

(See Parkes' Chem. Cat. 3d Edition, p. 362.)

"I am not sure if I mentioned that the queries you put to me about the quicksilver being found in the street called Hyde hill, in this town, was true; I made particular inquiry of Mr. Riddle, the owner and occupier of the house, which you will remember is opposite the King's Arms inn, and I find it is just as you stated. When the house was building some 40 years ago, a considerable quantity was found in the earth, or rather clay, dug out for the foundation, but it was not discovered just at the time till the clay after lying some time in the place to which it was carried, and getting dry, the quicksilver was found to have run from it in considerable quantities. And within these three or four years some alteration was making in the yard of the house, and when the workmen dug down to the clay, it was found to be impregnated with a considerable quantity of small globules of quicksilver; it did not appear to run in any

particular vein, but was dispersed through the whole body of the clay.

I am, Sir, your's, &c.

Berwick, Jan. 27, 1809. JAS. GRAHAM.

DESCRIPTION OF THE RHUBARB PLANT, AND THE MANNER OF DRYING IT.

THE town of Succuir, in the province of Tanguth, is large and populous, and is situated on a plain, through which run a great number of small rivulets. It has abundance of provisions of every kind, and a great quantity of silk is raised there on the leaves of the black mulberry-tree. It produces no wine, but the inhabitants brew a kind of drink from honey, in imitation of beer. On account of the cold climate, no fruits grow there except pears, apples, apricots, peaches, melons, and water melons.

The rhubarb plant grows all over this province, but no where better than on some neighbouring rocky mountains, on which there are a great many springs and forests, consisting of different kinds of high trees. The soil, however, is of a red colour, and almost always boggy, on account of the great quantity of rain that falls, and of the vast numbers of brooks, by which the country is intersected.

The leaves of this plant are commonly two spans in length, are narrower at the bottom and wider at the top. The margin of the leaf is surrounded by a woolly matter. The stalks, on which the leaves grow, are green, and about a span and four inches long; the leaves themselves at first are green, but in time become yellow, and spread widely on the surface of the earth. In the middle grows a stem, which bears flowers round about, of the shape of a clove-gilliflower, and are of a milk-white and light-blue colour. The scent of them is strong and nauseous, so that these flowers are both unpleasant to the smell and to the sight. The root is one, two, and sometimes three spans long; the colour of the bark is a chesnut brown. It is as thick

as the lower part of a man's leg; some indeed are as thick as a man's loins. Out of the great root proceeds a considerable number of very small radicles, which spread greatly in the earth. These are taken away, when the great root is to be cut in pieces, which is yellow internally, with many beautiful red veins, full of a clammy, yellow juice, that stains the fingers and hands of a yellow colour. Were the root hung up immediately, all the juice would run out of it, and the root itself would become light and unserviceable. The pieces, therefore, are first laid upon long tables, and turned three or four times a-day, in order that the juice may incorporate with, and, as it were, coagulate in the substance of the root. Four, five, or six days after this, holes are made through them, and they are hung up on strings, exposed to the air and the wind, care being taken at the same time, that the sun beams should not come to them; and in this manner the roots become dry, and arrive at their full perfection in the space of two months. The roots are dug up in winter, before they put forth their leaves, because at this time the juice, and the whole virtue of the plant, is confined to the root. The spring, however, does not commence in the provinces of Campion and Succuir before the end of May. Those roots which are taken up in summer, when they have put forth their leaves, continue to be light, spongy, full of holes, and without substance; neither have they the yellow colour of those that have been dug in the winter; but, notwithstanding that they are red, they are not equally good with those which were taken out of the ground before the spring. Those who dig the roots on the mountains, carry them either on carts, or upon horses' backs, down into the plains and to Succuir, when they sell them at the rate of 16 small weights of silver (*Saggio*, each being of the value of 20 Venetian soldi) for a cart-load.

To make up one small horse load of perfectly dry rhubarb, it will take seven loads of green roots, newly dug out of the ground. The rhubarb, when green, is so very bitter, that one cannot venture even to taste it. If the roots are not cleaned and cut immediately within the space of five or six days after they

have been taken out of the ground, they grow soft and rotten. In Kathay the root is in no estimation, and in some places they use it for fuel, or else in the diseases of horses; and indeed no more of them are dug up than what are bespoke. But there is another small root far more esteemed, which grows on the rhubarb mountains of Succuir; this root is called *Mambroni Tschin*, and is very dear withal. They used to grind this root on a stone with rose water, and anoint the eyes with it, by which means they find astonishing relief. All over Kathay, they make use also of the leaves of another plant, called *Tschiai Tyschin* (Chinese tea), which grows chiefly in the province called Katchianfu. The dried leaves of this plant are boiled in water, and of this decoction they take fasting a cup or two as hot as possible, when it is looked upon to be very serviceable in head-achs, fevers, complaints of the stomach, rheumatism, and several other diseases; but particularly in the gout.

The following Statement of Land belonging to the United States of America, as it seems to be authentic, we lay before our Readers.

THE whole territory of the United States contains by computation a million of square miles, in which are 640 millions of acres; deduct for water, 51 millions of acres. The total amount of acres of land in the United States is 489 millions.

That part of the United States comprehended between the west temporary line of Pennsylvania on the east; the boundary line between Britain and the United States extending from the river St. Croix, to the north-west extremity of the Lake of the Woods on the north; the river of Mississippi to the mouth of the Ohio on the west, and the river Ohio on the south. The aforementioned bounds of Pennsylvania, contains by computation about 411,000 square miles, in which are 26,340,000 acres. Deduct for water 4,340,000 acres. There remains 220 millions of acres.

The whole of this immense extent of unappropriated western territory, or vacant unsettled land, containing as above stated, 220 millions of acres, has been by the cession of some of the original States, and by the treaty of peace, transferred to the Federal Government, and is pledged as a fund for sinking the continental debt. It is in contemplation to divide it into new States, with republican constitutions, similar to the old States near the Atlantic Ocean.

Estimate of the Number of Acres of Water, North and Westward of the River Ohio, within the Territory of the United States.

	ACRES.
In Lake Superior	21,952,780
Lake of the Woods	1,333,800
Lake Rain	165,200
Red Lake	551,000
Lake Michigard	10,368,000
Bay Puon	1,216,000
Lake Huron	5,900,920
Lake Sinclair	89,500
Lake Eric	2,662,800
Sundry small lakes and rivers	301,000
Lake Ontaria	2,390,000
Lake Chaplain	500,000
Chesapeak Bay	1,700,000
Albermarle Bay	330,000
Delaware Bay	630,000
All the other rivers within the thirteen United States	2,000,000
	51,000,000

The above calculations were made from actual measurement of the best maps, by order of Congress, by

THOMAS HUTCHINS,
Geographer to the United States.

ENGLAND.

ITS CONSUMPTION AND SUPPLY.

ENGLAND contains about eight millions of inhabitants, and about thirty-nine millions of acres of land, of which thirteen millions are enclosed in pasture, and eleven millions are arable; but it is thought that the land really employed in tillage does not exceed ten million five hundred thousand acres. Allowing, on an average, two millions one hundred thousand acres to the cultivation of wheat, the annual produce will be about five million two hundred and fifty thousand quarters; out of this seven hundred and eighty-seven thousand five hundred quarters are annually returned to the ground for seed, and seven hundred and twelve thousand five hundred quarters are consumed in distilleries, manufactories, &c. or destroyed by vermin, damps, or casualties.

There remains, then, of the yearly produce, three million seven hundred and fifty thousand quarters; or, to be liberal, and allowing for the rye, oatmeal and barley, that may be used, and supposing it all fairly converted into provision, the utmost that can be made will be, in bread, two thousand million pounds weight; being two hundred and fifty pounds weight each person annually, or something less than eleven ounces per day. By the foregoing calculation, the whole cultivation of wheat in England will not allow each person eleven ounces per day in bread.

Of the produce of the pasture land, the following is a summary.

	POUNDS.
Veal	108,000,000
Beef	600,000,000
Lamb	81,000,000
Mutton	360,000,000
Pork and Pig	122,000,000
Bacon	80,000,000
Fowl, Fish, &c.	10.000,000
Dairy supplies thrown into meat	39,000,000
	1,400,000,000

or for each person per day, seven ounces and a half of meat.

After dividing the nation into four distinct classes, the following is supposed to be the real consumption and supply:

Consumption.

		POUNDS.		POUNDS.
First class.....	bread	638,750,000	..... Flesh	593,125,000
2d class	——	598,125,000	..... ——	501,875,000
3d class	——	410,625,000	..... ——	273,750,000
4th class	357,500,000		31,250,000	
	32,500,000		26,000,000	
		390,000,000		57,250,000
		2032,500,000		1426,000,000

Supply.

	POUNDS.	POUNDS.
Bread	2000,000,000	
Flesh.....		
Veal		108,000,000
Beef		600,000,000
Lamb		81,000,000
Mutton		360,000,000
Pork and Pig		122,000,000
Bacon		80,000,000
Fowl, Fish, &c.		10,000,000
Dairy supplies thrown into meat		39,000,000
By importation in live beasts; stock 30,000; 10,000 hogs		26,000,000
By importation in corn and flour more than exported	32,500,000	
	2038,500,000	
		1426,000,000

RURICOLA.

FRENCH GREEN.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *4th Feb.* 1809.

I FEEL myself much obliged to *a Manufacturer* for his clear and satisfactory answer to my queries, and should have been happy had it been in my power to have answered him with the like perspicuity. However the following information is at his service.

French Green was introduced into this kingdom some years since, by two persons who had worked in a manufactory in France, where the paper staining and colour business was carried on. One of the above persons, a German, acquired by making this colour a competency, and returned a few years since to his native country; the other an Englishman, stills resides in London. I know not if he still continues to make the colour in question, which is an oxide of copper, procured from Roman vitriol by means of pearl ashes; but I suppose the way each manufacturer heightens his colour is only known to himself, as no two make it with exactly the same shade, and an attentive observer may quickly learn to distinguish the colour of each maker, of whom I do not believe there are at most more than five or six in London, though there are an abundance of those who only make the ordinary colours.

I am surprised that bronze, although in such great request, has never yet been made in England, although several have attempted it, still no one has, I believe, succeeded; indeed several of their samples appeared to me to be nothing more than aurum musivum, which greatly resembles the real bronze in appearance, nevertheless is of no value to the consumers of that article.

From your's, &c.

A COLOUR MAKER.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *London, 7th Feb.* 1800.

THOUGH objects in Natural History will not be often expected in the Tradesman, yet now and then they may be of advantage in affording a little variety; with that view I send you the following account: Many publications have lately mentioned the vast Sea Snake, stranded not long ago in Rothsolm Bay in the Isle of Stransa; and some have revived the accounts of Bishop Pontoppidan of Egede, and Ramus: but the following has not, that I know of, been added to their statements. I send it to you therefore as a natural curiosity; it may tend to strengthen the testimony for the existence of such an animal, and if it is not too late for this month, please to favour me with its insertion. John Ramsay Lamy, Esq. is well known to me. I am pretty certain he would be particular, and not suffer his name and duties as a J. P. to be injured by hasty credulity.

I am, Sir,

Your's, &c.

R. *f.*

THE GREAT SEA WORM.

VERY little credit has been given to what Pontoppidan, bishop of Bergen, in his Natural History of Norway, says of a certain animal called Kraken: but if the declaration made by the master and mate of a Norway ship now here, whereof the inclosed is a copy, may be depended on, it will afford some reason to believe, there is in nature such a creature as he describes.

It is proposed further to examine them, and the whole crew upon oath, and if any thing material occurs, I shall acquaint you.

"*At Dundee, August 16th*, 1786. Before J. R. Lamy, one of his Majesty's justices of the peace for the county of Forfar, and Mr. John Guild, one of the present magistrates of Dundee, appeared Jens Anderson and Mads Jenson, master and mate of the Margaretta of Easterezer, in Norway, who declare, and it is further confirmed by their several journals produced, That on Saturday the 5th day of this present month of August, between the hours of nine and ten in the forenoon of that day, being on their voyage to Dundee, and in latitude 56. 16. N. about fifteen or sixteen leagues to the eastward of the island

of May, they, as well as the whole crew of the said ship, perceived, within less than one mile's distance to the southward of them, what they conceived to be an animal, called in Norway, a Sea Worm, a creature of an huge size, emerging from the sea; that, from its appearance, it seemed to form three low islands or sand banks, of a greyish colour; that they conceive the length of it to have been at least three English miles; that it lay stretched from S. W. to N. E.; that its breadth appeared to be about 20 or 30 fathoms; that it was in sight 50 minutes, and went down gradually, without any remarkable agitation of the water. From the time of its ascending, and during its appearance on the water, the weather was perfectly calm, and it went down again as soon as a breeze came on. The waves broke on those parts of it which were above water as on a bank. The greatest apparent height it bore above water seemed to be from two to three fathoms.

Declared and signed before us,

J. R. LAMY, J. P. JENS ANDERSON,
J. GUILD, Magistrate. MADS JENSON."

EXTRACT FROM OBSERVATIONS ON BRITISH FISHERIES.

[*By* JOHN KNOX.]

THIS publication contains a good deal of interesting information respecting the subject on which it treats, and evidently proves the utility of the proposed measure for the improvement and extension of the northern fisheries. After a variety of useful remarks, Mr. Knox proceeds as follows:

"The number of seamen upon the peace establishment and in actual service is	14,400
And of marines	3,600
Men	18,000

The annual expence for each man at 4*l.* per month for 13 months, is 52*l.* and the sum total for 18,000 men £936,000

Supposing a sum equal to one-fifth of the above expenditure shall be appropriated annually to the northern fisheries, the number of men and boys thus employed, may be estimated as follows: viz.

	£.	Men.
The eastern fishery between Shetland and Yarmouth will employ 300 busses, carrying from 20 to 120 tons (but the highest bounty extending only to 80 tons as at present) the average burden 60 tons, at 40*s.* per ton bounty, and the average number of men in each buss, 14	36,000	4200
The western fishery between Shetland and the Solway Firth, including the Frith of Clyde, and Lochfine, will employ 500 busses equipped as above	60,000	7000
The eastern fishery will employ 3000 boats, each boat carrying five men and one boy, on an annual premium of 15*l.* per boat	45,000	18,000
The western fisheries will employ 4000 boats and wherries as above	60,000	24,000
Total expence and number of men	201,000	53,200

But, on account of some contingent expenditures, we shall suppose the net sum of 200,000*l.* will employ 50,000 men only, in that case each seaman engaged in the fisheries will cost the public 4*l.* per annum, being only a 13th part of the expence upon the seamen maintained on the peace establishment.

To illustrate this disproportion by another mode, let us suppose that war shall commence this day 20 years:

The expence of the 18,000 seamen and marines will have cost the public from the present time..... £18,720,000

And the same number of fishers during the same period, only	1,440,000
Difference in the expence upon equal numbers of men, in 20 years	17,280,000

And if we extend the calculation to the full number of fishers, the comparative expence will stand thus, viz.

On 18,000 seamen and marines	18,720,000
And on 50,000 fishers	4,000,000
	14,720,000

Thus 18,000 seamen and marines kept on the peace establishment during 20 years, will have cost the public 14,720,000*l.* more than 500,000 seamen employed during the same period on fisheries!

But, however disproportioned is the expence of keeping in readiness these two classes of men, we cannot dispense with less than 18,000 seamen in actual service; and if to these we add the proposed number of fishers, the general amount will be 68,000 men, ready to act as occasion may require, exclusively of all other sources, at the annual expence of 1,136,000*l.* being, when thus blended (viz. the men at 4*l.* with those at 52*l.*), nearly 17*l.* per man for the whole number; so that it remains with the public to decide upon this matter, whether to keep in readiness only 18,000 men at 52*l.* each, or 68,000 at 17*l.* each.

As it cannot be supposed that any person who hath the smallest regard for the safety of his country, its commerce and distant settlements, will hesitate a moment on the preference due to the latter proposition, the mode of raising the additional 200,000*l.* for the peace as well as war establishment is next to be considered. On one hand, we perceive Government straining every nerve to raise the fund for reducing the national debt; on the other hand, the people are already burdened beyond

example with accumulating taxes; yet if this inconsiderable sum of 200 000*l.* shall be found essentially, if not indispensably necessary for the further extension of our naval armaments, the legislature must either weaken the hands of government, or make another call upon the people, or rather upon the luxuries of the wealthy. If amidst the numerous politicians of the present day, I might venture to give an opinion upon this alternative, it would be to leave government in the full possession of the present revenue, and at the same time, give every true patriot an opportunity of contributing 3*s.* or upwards towards the best of all national purposes, keeping war at a distance, and the enemy from our gates; which contribution might be laid upon dogs, gentlemens' carriages, or any other article of luxury. Thus, the seasonable disbursement of a mere trifle, and that well applied, may be the means of averting greater requisitions, not only upon dogs, but on carriages, horses, servants, dress, &c. which will be inevitable, unless all the constituent parts of that mighty bulwark, the British navy, shall be kept in constant readiness to combat the greatest naval force which may be brought against it.

But, admitting that the wealthy part of the nation shall take this further expence upon themselves, it may be doubted by some persons, whether there be an absolute certainty of thus raising and employing 50,000 men in the northern division of the island. To this it may be answered, that should the given number of men fall short, the expenditure would be proportionably less, and 4*l.* for every man deficient, would remain in the treasury. If, for instance, only 25,000 men should, upon an average of years, be employed in these fisheries, the expence would be 100,000*l.* and the surplus would constitute a fund for internal improvements.

I am very far, however, from having any doubts on that head; and it is the peculiar happiness of these kingdoms that there are nogrounds for any. By a long and attentive application to the history of the northernfisheries, from the earliest accounts to the present time, by personal enquiries amongst the fishers them-

selves, respecting the number of vessels, boats, and men which have been, are, and might be employed on the different shores of Scotland, as well as in the great northern ocean contiguous to that kingdom, I am inclined to believe, that the seamen thus employed, might, instead of 50 be increased to 100,000, providing the bounty amounted to 6*l.* per man annually. So extensive are those seas, and so inexhaustible are the fish which they contain, that the number of seamen may be increased to any amount, or reduced to a few thousands as at present. The whole depends upon the aid given by government towards encouraging these fisheries, as well as the mode of applying that aid. It is therefore at the option of the public, whether to raise and employ in this nursery 25, 50, or 100,000 men: probably the medium number will appear the most eligible on which to try experiment. I shall only observe further in this place, that had France been possessed of such a channel whereby to equip her navy, that of Great Britain, together with its commerce, would probably have been annihilated long ago."

Mr. Knox transmitted to Edinburgh and London, the names of 42 stations for villages, the propriety of which he shortly means to submit to the joint stock company. He intends also to lay the names of these places before the public, as soon as it can be done with propriety, stating, at the same time, the natural advantages arising from the harbours, fisheries, and other particulars that are peculiar to each of the stations which he has recommended. We are farther told, that he thinks the company should begin their operations with only three villages, where salt can be lodged, and that these villages ought to be in very considerable forwardness before they proceed to the erection of others.

SINGULAR MODES OF ATTRACTING FISH.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

I HAVE already observed your attention to the Fisheries of this country, with great satisfaction; the various modesof taking fish as effected by lines, rods, and with flies or baits, and nets, may make an excellent series of dissertations for your Magazine. Of this I do not pretend to know any thing; but, excited by the most earnest desire of making every thing reach its utmost possible perfection, I communicate the following modes of catching these useful animals; they are not yet much known, and with the assistance of your other Correspondents they may be proceeded upon generally.

It has long been a custom with the Chinese fishers to go out to their toils in an evening, and to work in the night: to attract the fish they use the reflected light of the moon: their manner is this. They take two long straight boats, and nail a board about two feet broad painted white, and varnished on the sides from one end to the other. This plank slopes outward and almost touches the surface of the water. In order to answer their purpose, they turn towards the moon, that the reflection of that luminary may increase its brightness; when the fish, playing, and mistaking the colour for that of the water, spring up towards it, and either fall upon it, or into the vessel, so that the fishermen with very little trouble soon fill their boat.

Another instance of fish attracted by light, will be found in Adam Walker's System of Natural Philosophy, (3 vols. 4to.) under his description of the diving bell. Your readers will also find it in the fifth vol. of that very useful little work, the Scientific Dialogues, under a similar title.

Speaking of a diving bell, of his own construction; he adds, "as the diver had plenty of air to spare, he thought a candle might be supported in the bell, and that he consequently might descend during nights. He made the experiment, and presently

found himself surrounded with fish, some very large, and many such as he had never seen before; they sported about the bell and smelt at his legs as they hung in the water. This rather alarmed him, for he was not sure but some of the larger might devour, or at any rate, injure him; he therefore rung his bell to be taken up, and the fish accompanied him to the surface.

A third instance, and one in which it is brought into practice, is in the capture of anchovies, in some of the European seas. These small fish are taken most commonly in the night, and always in May, June, or July; which are the three months in the year, when they come from the Grand Ocean, into the Mediterranean to go to the Levant. When they fish for these and would take a quantity, they light a fire upon an iron grate, at the poop of the ship; the little fish following the light are then easier caught: but there is a remarkable circumstance said to attend this mode of capture, the fish thus taken are neither so good, so firm, nor will they keep so well as those which are taken in the usual manner.

I do not recollect at present any other Work which mentions obtaining fish more rapidly by the intervention of a strong light; the above facts warrant us to draw the conclusion, that it would be of particular service under proper management. The leaping of the fish in the Chinese method, the diver being presently surrounded with fish in the English experiment of the diving bell, and the following of the light on the poop of the ships, in the anchovy fishery, are all easily resolvable into a common principle, the rapidity with which they advance towards it.

Thus, if for nothing else than alluring the fish near to the ba't, the introduction of a mode by which this might be readily effected, is a desideratum. In the application of light directed into the water during night, we have that desideratum, and practice, though on a small scale, seems already to confirm the suggestion.

To account for this effect in the present stage of the subject would be premature. Perhaps there may be something in the

effect of a strong light directed upon the eyes of fish during the night, in a certain degree allied to the power of attraction, said to be lodged in the bright and piercing eyes of some serpents. Some of your ingenious Correspondents may favour me so far as to enter into an examination of the facts belonging to each species of fascination, and may determine how far the one may illustrate those of the other, or whether they are, or are not in alliance.

In the notice on taking anchovies, it is said that those b tained by that method, are neither so good, so firm, nor could they be kept so long. These things, though they are echoed from one Encyclopedia to another, remain to be proved; on this head it is time enough to produce analogies, to illustrate the subject, or to look for the cause, when we have something more to witness the report, than a dilatory it is said, ameagre may be, or an equivocal, perhaps.

Your's, respectfully,

L.

ON CORPORATIONS.

LETTERS ON CORPORATIONS.

LETTER III.

SIR,

I FINISHED my letter at page 191 of your last number, with a statement of what was sufficient to the essence of a Corporation. I observed, that neither the actual possession of property, nor the actual enjoyment of franchises were necessary. There is another view, which however may be included in this general division, that is, considering them with regard to their internal constitution; the first part may divide itself into the following: First, their several capacities and incapacities. Second, the mode prescribed by the law in which they must act, and which must be observed by others in acting against them. Third, by what acts they are bound. And fourth, to what

burthens they are subject; the first three are well known, but should the inquirer on this subject wish for particular information, he will meet with it, by consulting the authorities at the conclusion of this article: the fourth head is not so generally understood, as in almost every instance of Corporations *aggregate*, their whole influence whether by threats of private injury (though they are generally composed of professing christians) or by unconcealed hostility and revenge, are exerted to annihilate the idea that they have either duties to perform, or burthens to support.

They are subject then to the same burthens in the character of owners or occupiers of houses or lands, to which individuals are subject in the same character.

Thus, Lord Coke commenting on the word *inhabitants*, in the statute made in the time of Henry VIII. for the repair of bridges, says, that every Corporation and body politic, residing in any county, riding, city, or town corporate, or having lands or tenements in any shire, riding, or town corporate, *quæ propriis manibus et sumptibus possident et habent*, are inhabitants within the purview of the statute.

So, if any general duties be imposed by parliament, in respect to the houses and lands, Corporations are liable with respect to their's in the same manner as a private person: thus where a duty was imposed with regard to hearths, and officers with a constable impowered to distrain, if the party refused to pay the duty by the space of an hour: and by a special verdict in an action of trespass, brought by the Ironmonger's Company, it was found that the company were seized in fee of five messuages, in which were thirty-five hearths, that the company had never finished the messuages; but, that from the time of building, they had stood unoccupied; that the defendants being lawfully authorised, had demanded the duty of the company; which they refused to pay, on which the defendants took the distress and kept it till the company paid the duty: the general question made was, whether the owner of a new house uninhabited from the time of the building ought to pay this duty? But no question

was made whether as a Corporation they were liable to the tax; it was taken for granted, that if *any* owner was liable *they were so too.*

On the same principle there is no doubt but they are subject to the land-tax. So a Corporation seized in fee of lands for their own profit, are within the meaning of 43 Eliz. cap. 2. inhabitants or occupiers of such lands, and in respect of them, liable in their corporate capacity to be rated to the poor.

They are also subject to similar charges imposed by the common law: thus, a Corporation is rateable to the repairs of a church in respect of their corporate lands.

So they may be bound exclusively to the repair of a high-way, or of a bridge, or of a creek, by reason of the tenure of certain lands by a general prescription, that they have been used to do so from time immemorial, or for any other consideration; because a Corporation aggregate, in judgment of law never dying, if they were ever bound to such a duty, they must continue to be so: neither is it any plea that they have done it out of charity, for it shall be presumed they were bound to it for some good consideration, and that their charities are only meant to dazzle and bewilder those, who would otherwise contemplate and discover their "multitude of sins."

We now have to consider Corporations in respect to their internal constitutions.

It has already been observed, that these bodies were established at different periods, and with different views; the particular constitution of each, depends on the provision of the charter, by which it was erected, or on the prescriptive usage which time has imperceptibly introduced; it will doubtless appear a matter clogged with insuperable difficulty, to describe the precise constitution of every Corporation in the kingdom, particularly when it is considered that every Corporation aggregate is guarded by its fautors and beefeaters with so much jealousy as eventually betrays the conviction even of its well-fed defenders, that their institution is "rotten to the very core," but that so long as they can, per fas & nefas, they will secure to themselves and their

brethern the loaves and fishes of municipal establishments*. Against this idea, however, of "maidenly bashfulness," in shewing their private books, may be quoted the two cases of the mayor of Lynn versus Denton, 1 Term Rep. 689. And the Corporation of Barnstaple v. Lathey, 3 Term Rep. 303, from which it appears that in actions where a Corporation and stranger are concerned, the latter shall be assisted by the court to obtain inspection of the books of the former. A particular view of each establishment of this kind being so nearly impossible, I will merely give the heads of those subjects which relate to the constitution of Corporations in general; referring the readers as before, for more minute information, to the authorities which I shall quote at the conclusion. The inquirer will first consider the different ranks of persons composing a body of this nature; he will then take into his view the qualifications requisite for members or officers of Corporations, and here he will observe particularly the peculiar absurdity, if not profanation, of making the sacrament a test of admission; he will recollect that the original intention, of introducing this ceremony as a test was, that places of civil emolument might be preserved to the believers in the faith of the church of England; that its principle

* Whenever, in a controverted point, one of the parties refuses to descend upon equal terms into the field of argument, and calls on civil power to silence and punish its antagonist, all authority of opinion on that side is at an end, and how great soever may be the names that support it, their testimony stands for nothing in the eye of reason. They may be sincere in their belief, but by want of reliance on their own cause, they afford just grounds for suspecting their sincerity. No one, it has been shrewdly said, is against reason, but when he is conscious that reason is against him. Not much less suspicious is that dogmatical assumption of the upper ground in controversy, which entrenches itself in supposed rights and prerogatives, treats as a violation of order and decorum the free use of language *in its opponent*, and even while it condescends to employ arguments, seasons them with arrogant and uncharitable reflections on the motives and intentions of the adversary. Aikins' Letters to his Son, vol. 2, p. 95---6.

operation at present is solely to preclude conscientious dissenters from that church; but to the Jew, the Atheist, the Deist, the Mahometan, or the Hindu, who would receive the bread and wine, and look upon it in a true Corporation spirit, as merely a morning's cup, or a regale before dinner, the profits would reconcile the means used to obtain them, the potation would sanctify the prayer. So much for the qualifications requisite to become a member of these respectable bodies, municipal corporations, or those of dean and chapter. It is not impossible but Cervantes, in drawing his character of Sancho Pança, had something of this kind in his view, the leaders of those bodies, riot in luxury as the squire in his general habits, whilst the same person in his government of the Island of Barataria, may be an apt representation of their constituents, the commonality; their Corporation fines, Corporation dues, and company's subscriptions, &c. keep their houses so poor that you'd sware

Sancho's dread Doctor and his wand were there!

Amongst the other advantages which respect their internal constitution is the power of "holding over" by the annual chief officers of such bodies; this is a technical term: it seems that it is absolutely necessary that these gentlemen should have their mysteries and technicalities as well as their brethern in slang on Norwood forest, Blackheath, &c. the Corporation of gypsies, the societies of the illuminati*, and Corporations of journeymen of every description; the following is its explanation. By the provisions of some charters, the mayor or the chief officer is elected for a year, and till another be chosen; in which case, if no successor be appointed at the end of the year, the mayor of the preceding year is said "to hold over." But where a particular day is appointed for the election of a successor, which is generally the case, and a power of "holding over" is not expressly given, it does not exist by implication.

* For an account of these corporate bodies, see Robinson's Proofs of Conspiracy passim.

There are four other divisions, which would naturally come under the present part of survey, the manner of enforcing the undertaking of an office within a Corporation, the different assemblies in those bodies, the concurrence required in corporate acts, and *the regularity of corporate proceedings.* Our enquirer may probably make his discoveries under this last article much more easily, if he recollects the old saying of *in vino veritas.* In viewing these bodies in respect to their internal constitution, one strong feature must present itself, the principal men only, whether aldermen, or of the chapter, have by a sort of undisturbed possession, the power of chusing a successor when any of their brethren die.

It must be particularly observed, that the gradations from a common freeman, to the civic gown, (the *toga virilis,*) or from a poor parson to the stall of the ecclesiastical body, are as numerous and almost as carefully chosen and conducted as the steps of the free mason*, or the degrees of the illuminati, and the aspirant for the municipal or the sacred benedictions, is trained and trammeled with a similar scrutiny. The objects, however, of their apparent devotions are different, the illuminati pretend to worship Reason; whilst the other party, the dispensers of good things, bow though with some difficulty, to the goddess of the Dunciad; and the cap of maintenance, and its tossells becomes a hieroglyphic of the cap and bells.

We come now to a more delicate, but not more interesting part of the subject, "Bye laws." The examiner would do well to enquire into the power of those bodies to make such; on whom they are binding, the qualities necessary to make them good, their general objects, how far they injure or facilitate the freedom of trade, those customs on which they are founded, how they are enforced, and how their validity may be called in question. The fifth and the eighth division require a more particular notice here.

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* See preceding note.

Of all the bye-laws which have been the subject of discussion in the courts of Westminster Hall, those which affect trade, are the most numerous and most conspicuous; and such a jealousy of every thing that seems to have the least tendency to infringe on its freedom, prevails on all occasions, that objections are frequently taken to bye-laws as tending to restrain trade, which have not the least relation to it.

At common law any man may exercise any trade or profession he pleases without limitation or controul, and there are a number of statutes in the early part of our history, made in protection of that general liberty. By the 9th Ed. 3. cap. 1. it is enacted, that all merchants, strangers, or denizens, shall have full liberty to buy and sell the several articles there enumerated, and in general every thing vendible, to persons of every description, without hindrance from any person whatever, in any city, borough, town, sea-port, fair, market, or elsewhere, within franchise or without; except enemies to the king or realm. It is declared by the same statute, that these provisions shall hold good, notwithstanding charters of franchise granted to any city, borough, town, port of the sea, or other places within the realm, and *notwithstanding usage or custom*, or *any judgment given in such charters, usages, or customs, which are all declared to be of no effect, so far as they are in opposition to this statute.*

We shall now proceed to consider the manner in which Corporations are visited.

In order to maintain the peace and good government of Corporations, and to secure their adherence to the purposes of their institutions; the law has appointed a tribunal to inspect the conduct of their internal affairs, to whose decision all disputes arising within them may be referred. This tribunal in the case of eleemosynary and ecclesiastical Corporations is in general a private visitor; of all other Corporations, the court of King's Bench. The latter exercises its visitatorial jurisdiction in two different ways, by WRIT OF MANDAMUS, and information in the nature of QUO WARRANTO. The office and character of a

visitor seem to have been recognised and indeed well known to the law so early as the beginning of the reign of Edward the third, *vid.* the Year Books, fol. 69, 70, and the Book of Assizes, fol. 18, 19, the case of Henry Chirak v. Archbishop of York and William Poplington.

The writ MANDAMUS is defined to be a prerogative writ flowing from the King himself, sitting in the court of King's Bench, superintending the police, and preserving the peace of the country; the purport of it is, *to command* the person to whom it is directed, to do something which it is supposed he is bound by his duty to do, but refuses; these are held to be very ancient, even as old as the time of Edward the first, if not older; though it is said they were originally no more than letters, and that for a considerable time disobedience to them was only a contempt. The first judicial writ of mandamus is said to have been that in James Bagg's case; but that is certainly not correct, for in the 6th of Edward the second, it appears that a writ issued, directed to the mayor and commonalty of Bristol, commanding, that whereas they had deprived certain persons of the liberty of the city, they should restore them *under pain of all they could forfeit.*

In the books of Reports previous to the times of Lord Mansfield, the principles on which the writ of mandamus ought to be granted are not very satisfactorily expressed, but it has since been generally understood, that it will be granted to compel the party to whom it is addressed, to do that which by the duty of his office he is bound to perform, which the party persecuting the writ has a right to have done, and for which he has no other adequate specific legal remedy: he observes also, that it was of peculiar use in those cases, where if there was not this remedy, the contest must be productive of endless mischief and inconvenience to the litigating parties: for this reason also it is that where a *quare impedit* lies, a mandamus does not, because the former is a complete specific relief.

The writ *quo warranto* is also another very powerful engine to

reduce Corporation power to bend to the law of the land; in this, Edward the first, and his parliament provided well for the advantage of the nation, against any indirect course prosecuted under colour of charter grants, &c. either by not putting in execution what is granted to Corporations, or exceeding their powers, when they ordained this writ, whereby all men may have a right if they chuse to look after it, of enquiring into the peculations and frauds of corporation officers. It is an original writ issuing out of chancery, directed to the sheriff of the county, commanding him to summon the defendant to be at such a place before the King, or his justices of assize coming into the county aforesaid, to shew by what warrant "quo warranto," by what authority, they claim such liberties, and hold a view of frank-pledge in their manor of, &c. or by what warrant or authority they have to hold Thelonium, (tollis) tolls, for them and their heirs, and by what warrant (authority) they do such wrongs, &c. Of this writ it has been aptly enough said by a writer during Oliver Cromwell's protectorate, that it was like twenty of the most violent mastiffs, upon a small bear, tearing her in pieces.

Having attended our subject through a variety of legal divisions and distinctions, and hunted it through all its doublings and windings, though not probably with so keen an appetite as Sancho Pança did amongst the flesh pots at Camacho's wedding, it is now necessary that we should be in at the death; to whisper the possibility of the dissolution of a Corporation aggregate, whether of mayor and aldermen, or dean and chapter, would be thought little short of blasphemy in a chartered town; those christians who "pick up the crumbs that fall from the *poor* man's table," would indeed cry havock, and let slip the dogs of war on the suggester; however, as a Corporation may be legally dissolved, we take leave, under the sanction of law, to consider that part of our subject, and the effects of such an event.

That there is nothing in the nature of a Corporation which renders it incapable of dissolution, will be seen when we relate

the modes by which that may be effected; that it may be dissolved is an idea familiar to the English law; and that this idea was not new in the reign of Edward the second, appears from the statute *de terris templariorum*, passed in the seventeenth of that King. That a Corporation may be dissolved by act of parliament is a consequence of the omnipotence of that body, in all matters of political institution. With respect to Corporations aggregate, there are three ways beside an act of parliament by which it is supposed they may be dissolved. First, a Corporation aggregate is dissolved when by accident it is rendered incapable of continuing its former succession. Second, it is supposed to be dissolved by the surrender of its franchises into the hands of the King. As it is third, by forfeiture of its charter through negligence or abuse of its franchises. When a Corporation has lost an integral part, or is so far reduced that it cannot continue the succession, it is dissolved without any legal proceeding; but for a forfeiture a Corporation is not dissolved without a judgment in a court of law to enforce it. A *scire facias* is proper, says Mr. Justice Ashurst, where there is a legal existing body capable of acting, but who have been guilty of an abuse of the power intrusted to them, for as a delinquency is imputed to them, they ought not to be condemned unheard, but that does not apply to the case of a non-existing body. A *quo warranto* is necessary where there is a body Corporate, *de facto*, who take upon themselves to act as such, but who from some defect in their constitution cannot legally exercise the powers they affect to use. When a Corporation is dissolved, the King may either restore it or incorporate another set of men in the same place, or he may refuse it altogether. The effect of the dissolution of a Corporation is, that all its lands revert to the donors, its privileges and franchises are extinguished, and the members in their natural capacities can neither recover debts which were due to, nor be charged with debts contracted by the Corporation. What becomes of the personal estate is perhaps not decided, but probably it vests in the crown.

In your next I may probably continue the subject. In the mean time

I am,

Your's, respectfully,

PHILANTHROPOS.

Philanthropos begs his most respectful compliments to Mr. W. H. Wyllisfy, and is much obliged to him for his note printed at 124 and 125 of the 8th Number of the Tradesman. Errors must be detected before removal; it is the duty of every man whose mind is fraught with fervent wishes for the good of his fellow-beings, to detect and expose them: a sound policy dictates such a procedure, christianity itself, not only sanctions, but ordains it.

Philanthropos hopes Mr. Wyllisfy will assist him in exposing the errors of establishments, so full of detriment to the public. It is hardly possible that any one person can detail all mischiefs attending Corporations. Philanthropos will do his best; he will perform what he believes a most sacred duty to commerce, as far as his abilities will suffer him, and will be glad, at the conclusion of these letters, to be favoured, through the Tradesman, with a continuance of Mr. Wyllisfy's remarks, or add the communications of any other gentleman on the subject.

ON A CUSTOM HOUSE AT SHIELDS.

LETTER II.

SIR, *North Shields, Nov.* 21, 1803.

YESTERDAY I finished my first letter on establishing a Custom House at this port; that letter might truly be entitled "On the necessity of such a measure;" this one, with the same object as the former, may be considered as treating on the utility and saving attending its accomplishment; but before I proceed any further, I must call upon the Corporation of Newcastle-upon-Tyne,

if their country (the most fortunate under heaven for its internal resources, were they but freed from corporation shackles) and if their character as a body, is any way dear to them; I call upon them, as men of business, as gentlemen, and as scholars; I call upon them, by every motive that man can urge upon his fellows, to disprove the statements I have adduced, or may bring forward. The charge I attempt to fasten upon them, I implore them to refute, as Englishmen, in the face of day, with the same openness and honourableness as they are accused: Who I am, is of little importance; in a consideration of facts, names are of no value; none did I say? I ought to have said that names should be always withheld, lest our inquiries might be warped by our attention to great ones. Do we, as Protestants, admit or reject the principles of an opposing party, in consequence of its apparatus of popes and cardinals, of conclaves and of councils? Our resort should be neither to one mitred bishop, to "ten metropolitans," or even to "a modest Foster," but to TRUTH, simple and undisguised TRUTH.

Gentlemen of the Corporation of Newcastle-upon-Tyne, as Protestants, you avow in your religion, that the argument from the authority of men, is the greatest curse poor human kind was ever pestered with; can you not be consistent? Despise, as men conscious of the strength of your argument, and refusing to avail yourselves of the strength of your power, Despise to be sullied by its protection! as Englishmen, shew to the United Kingdom, that I have traduced you; shew it by reason, and appeal to facts, not to the sword of persecution; there is not a beggar that walks the streets of London but who would pray for you, if your exertions, by lessening the obstacles accumulating in the river Tyne, have given them one coal more to pick up! one comfort more to enjoy at their family fire-side! if they have one; if they have not, who will say but that they may possibly have been deprived of it through your machinations?

After this solemn appeal to the honour and the feeling of the Corporation of Newcastle-upon-Tyne, should I stand undisputed, Mr. Editor, or even obtain an opponent who may not be able

to prove me wrong, what must the nation at large think of these *gentlemen*? for to the nation at large, I make my appeal: my charge stands before the public, and if I am successful, my heart will bound to the Giver of all good, with gratitude for my success.

But, gentlemen of the corporation, neither wilfully misunderstand, nor perversely misrepresent me; in stating the particulars of general loss arising from the want of a Custom House *here*, we are far from even wishing, in the proper corporation spirit, to exclude our neighbours; enjoy the advantages of your Custom House, in the sacred name of equal justice, *so long as the trade of your town alone allows its continuance*, but do not monopolize an advantage to which we have a *superior* claim!

To proceed now in my undertaking.—In the first place, it is a fact universally acknowledged by those who have attended to the subject, that from the lamentable state of this river, by far the greatest number of ships of any burden are compelled to take in their loading at Shields. Now, it is obvious, that a Custom House is built for the *accommodation of the people*, why then should that at which the ships lying at either of the Shields' are to clear, be at a distance of *eight miles from the port* where they are? But the inconvenience will appear more flagrant and convincing, if we suppose that the Custom House of Sunderland should be removed to Durham! or that it had originally been built there, and continued until this day! It would be no further from the port of entrance and of discharge than Blyth, a diminutive port in comparison with the Shields', is from Newcastle, and yet Blyth has the benefits of a Custom House established in its port, though dependant on Newcastle; and so far as immediately concerns shipping, the business is done there! But perhaps, sir, another consideration may bring this argument more home to the business and bosoms of the gentlemen of Newcastle; if a Custom House had never been built there, but had originally been placed and continued at Shields, what would have been the consequence? But, Newcastle is *represented in parliament*

North Shields is only a part of a large county, Northumberland; and South Shields is merely a corner, also of the county of Durham! Each of them is most respectable it is true, but yet not represented of themselves in the House.—*Verbum sat.*

"It is but candid here to confess that Blyth is not represented in Parliament. Having made this concession, I must go a step further. Blyth and its dependencies possessed at the enumeration in 1800, *eleven hundred and seventy souls.* Either of the Shields's we have seen contain with their suburbs more than as many thousands, and yet cannot enjoy an equal advantage! This comparatively petty place enjoys the benefits of a Custom House, whilst either this town or that on the south side of the Tyne, we know and *feel* do not. How is this to be accounted for? Sir Matthew White Ridley is almost exclusive owner of Blyth. That gentleman was lately an alderman and has been long one of the representatives of Newcastle-upon-Tyne. Who would believe that the four members of the extensive counties of Northumberland and Durham should possess an inferior weight in the government of the country to one representative of this incorporated town? Who would believe that the Duke of Northumberland, and the Bishop of Durham, both enjoying seats in the House of Lords, have not yet obtained a Custom House for either North or South Shields in defiance of one, lately an alderman of the Corporation of Newcastle-upon-Tyne? Whilst it has been in the power of that alderman and representative to obtain one for his comparatively petty creek of Blyth; and this respectable Baronet is thus inducing all the ships he can to take the coals of his little port, and keeping these two towns, of North and South Shields, as much as possible in the *back ground.*

Seaton Sluice is a village still less than Blyth, and not so far off Newcastle as North Shields is; but even at this little place, the masters of the vessels trading there, do not go to Newcastle for their Custom House business, but the late Lord Delaval, (the then owner of the place) having formerly obtained leave from

the Board at London; the papers are forwarded by a confidential person to the post office at Blyth, from whence they are sent by post to London, and are there most frequently before the arrival of the vessel; thus even Seaton Sluice has the benefit of a Custom House, though one in reality does not exist there.

Secondly, It is estimated, that in 1804 the ships belonging to the port of Shields made in round numbers 6000 voyages. The master must be at the Custom House at Newcastle twice at the least, most frequently thrice, but very often four times; let us average his going to Newcastle at three times, each voyage, which will on the 6000 voyages amount to 18,000; the expence each time we may state at 6*s.* for the horse hire, and 4*s.* 6*d.* (little enough) for dinner, turnpikes, horse's feeds, &c. &c. thus each time it costs 10*s.* 6*d.*; by which, if we multiply the number of times, 18,000, the expence in the apparently trivial concern of horse hire, &c. to go to the Custom House is nine thousand four hundred and fifty pounds per annum! which, if a Custom House was established at either North or South Shields would be saved to the ship owners, and through them to the purchasers at London or elsewhere!

Thirdly, the captain of a collier must necessarily, as the case now stands, and as we have noticed above, go up to Newcastle *after loading* to clear; this is frequently done on the same tide the ship sails, which takes place now as a matter of course when the master is on the journey. She may be at that time getting under way, perhaps crossing the bar, one of the most difficult parts of the passage, and that in consequence must be performed *without her captain!*

Fourthly, It is not these absurdities and cruelties alone which present themselves, but if the ship stays at anchor *until her captain returns*, she stays at the certain loss of a day at least; and of what importance may that not be to the ship owners! But even this is not all; the wind may turn, and though at present from the improvement of the science, and the consequent accuracy of the practice, of navigation, there are few winds but

what may set a vessel out of the harbour, yet one of these few winds may blow, and will those who refuse a Custom House to Shields refund the probable loss that may ensue?

Thus far I have considered the want of a Custom House, as operating on collier vessels alone; as such, I request the serious consideration of the inhabitants of LONDON, in connection with those of these two towns, to my letter in your last and the foregoing part of this. What little remains applies particularly to the good people of North and South Shields themselves.

Traders from London pass these two places on their way to Newcastle with goods for the merchants and shopkeepers here; the ships have then to be unloaded at Newcastle, and the goods for these towns and their neighbourhood, sent down again by carriers or watermen; here then a material loss of time occurs in the transit of goods eight miles up the river in the ship, and down again, by land or water; the purchaser living at Shields, weary of waiting, goes to Newcastle for what he wants; but here the evil does not end, some instances are known of the vessels that carry the goods from Newcastle to Shields foundering in their passage. This may be said to occur but seldom, however it does occur. Another misfortune attending the conveyance of these goods is of very frequent occurrence, from the negligence with which the parcels are stowed away in such boats, the chance of damage is even greater, for these seven or eight miles, than in the voyage from London. In either of the above cases, how is the Shields merchant to recover damages? The lighterman, or wherryman as he is there called, not having any property, cannot restore any losses. What then is the tradesmen at Shields to do?

But granting, as in the majority of instances may be the case, granting that they arrive safe, they arrive with complicated expences; at Newcastle they are charged with quay dues by the corporation, with porterage by some of the understrappers of that right worshipful body, with crainage and wharfage by the wharfinger, porterage again from the wharf to the wherry (or lighter), next with the boatman's charge for bringing them down

the Tyne again, and finally porterage once more from the boat to the shop or warehouse of the dealer!

But, sir, with this catalogue, black as it is, and so full fraught with injustice and cruelty to us, our evils do not finish; we have only yet contemplated the inconveniences and misfortunes of a summer. In winter, when the Tyne is frozen, almost every disadvantage is tenfold. Some instances have been known, of the captains and messengers going to the Custom House at Newcastle being frozen to death. Horses have been killed, coaches overturned, to the imminent risk of all the passengers, in consequence of the anxiety of the captains in going to and returning from Newcastle to "catch a tide," and the inconveniences of crossing the bar of the river are increased as manifold, by the rigour of the season. Whilst to the inhabitants and traders of these two towns every mischief is also proportionably increased, in the price of the carriage of their goods, the risk of their loss, and increased delay of their conveyance.

Such, Mr. Editor, are some of the mischiefs accruing to us from our being deprived of a Custom House, and our distance from that at Newcastle! My last letter I summed up with the calculations of the superior numbers in the population, the shipping, the docks, and the extent of harbour of those two towns, compared with the same objects at Newcastle. The views this letter unfolds, may be recapitulated under the heads, first of estimation (within the real limits I am sincerely of opinion) of the expences of the captain's merely going to Newcastle to enter or clear their vessels. Secondly, of illustration of the general inconvenience resulting to the trade by the distance of the Custom House at present from the place where the shipping is. Thirdly, I have intimated the almost constant practice of a ship passing the bar, (see also our former number, page 134), this most dangerous part of her navigation, without her captain. Fourthly, the probable change of wind and the mischiefs ensuing from that. And in the fifth and last divisions, I have

stated some of the losses and inconveniences felt by the inhabitants and traders in North and South Shields.

In every consequence of it our present situation is fraught with losses to the inhabitants of the towns at the mouth of the Tyne, and to those who frequent its ports.

I have now, I think, proved our superiority of interest and of demand. We ask, as I before observed, in the presence of the United Kingdom, an equality of advantage and of convenience. Keep your Custom House, gentlemen of Newcastle, but do not oppose us in obtaining one. To assist us in our pursuits, is the duty of every wellwisher of his country: it is indeed a struggle *pro aris & focis*, our public, and our private, fires; but, God forbid, that the contest should be attended with animosity or violence! You have held out the value of *established religion* and the *domestic hearth*, in urging motives to the inhabitants of Newcastle to arm themselves against a foreign usurper, and to protect their privileges from brutal force; are the same motives less persuasive with yourselves, when urged in the most peaceable manner to obtain from *your* patriotism a singular commercial advantage for thirty thousand of your countrymen?

I am, Mr. Editor, your's sincerely,

W.

FOR THE TRADESMAN, OR COMMERCIAL MAGAZINE.

ORIGIN OF THE LINEN MANUFACTORY IN IRELAND.

(From the 2d Volume of Gordon's Hist. of Ireland, p. 352-3.)

IN the year 1633, Lord Wentworth, an austere, imperious, but active and sagacious nobleman, entered into Ireland as Chief Governor. He was a tyrant, but his tyranny was tempered with wisdom. Sensible how much the power and glory of a monarch depend on the prosperity of his people, he was so assiduously attentive to the peace, intellectual improvement, and industry of the Irish, that though individuals often felt the arrogance of his temper, the nation in general had reason to be grateful for the

benefits arising from the vigour of his administration. Protected by a strictness before unknown in the execution of English law, unusual numbers, and with unusual attention, applied their thoughts to pursuits of industry; the consequences of which appeared in the rising value of land, the augmented quantity of products for exportation, and such an increase of commerce, that the shipping of Ireland was multiplied a hundred fold. For the encouragement of traffic, this deputy, so zealous for the promotion of the power and revenue of his master, used his influence for the abolition of oppressive duties on the importation of coals and horses into Ireland, and on the exportation of live cattle.

By Wentworth's endeavours, a manufacture of linen cloth was established in Ulster; a recent fabrication of woollen drapery was discouraged, lest it should come in competition with that of England, for the purpose that Ireland should be dependent on that country for the cloathing of its inhabitants, and consequently less prone to a political separation; to make amends for this injustice, the deputy exerted himself so strenuously for the encouragement of linen, that he took a share in the enterprize, at the expence, *according to his own statement*, of thirty thousand pounds from his private fortune; as flax had long been known to thrive in this country, and many of the women being spinners, hopes of success were early conceived. Flax-seed was brought from Holland; weavers from several parts of the Low Countries, and from France; looms were fabricated, and regulations formed for the prevention of defects in the cloth by fraud or negligence: experience has proved the propriety of the plan, since this manufacture, notwithstanding its interruption in its infancy, by a desolating civil war, became in time the principle support of the wealth of Ireland.

ON FRENCH COMMERCE.

IT will not only be amusing, but perhaps interesting to the merchant and tradesman, to take a retrospect of the situation of trade and commerce upon the continent, particularly amongst

our enemies: by observing their privations, and watching their resources, whilst every article connected with the traffic and produce of Britain and her colonies is so generally secluded, we may not only be able to counteract their machinations, but devise new sources of exportation, however circuitous, and by which, in the end, the consumer only has to pay for all the inconveniences and difficulties of procuring those goods, either as articles of necessity or luxury.

In our Magazine for December last we gave a brief view of his Majesty's orders in council as relative to foreign trade and commerce, and a sketch of the traffic as still carried on with Holland, notwithstanding the imperious decrees of that would-be tyrant of the world. We will now pass our observations to the commerce of France, and see by what means it is there carried on through all the privations that country is put to, in order to distress this nation of shopkeepers, as Buonaparte is pleased to term us.

It is obvious, that at a time when the greater part of the French nation are employed in warfare, that is, despoiling and living on the plunder of neighbouring nations, the stagnation of trade and commerce is not so immediately felt in France; for we read in the official accounts, as published in the Moniteur, that not only are their armies supplied and maintained by the countries into which they have forced themselves, but they are continually sending, by escorts to the capital, the most useful raw materials they meet with fit for their manufactures; such as cotton, wool, hemp, silk, &c.; but as this method of supply cannot be found adequate to the home consumption (for exportation of manufactures they have none) they have recourse to very circuitous routes for procuring the different articles they are mostly in need of, and from whence they suppose the British must be intirely excluded from having any interest in. It appears from a recent communication opening from Antwerp with the interior of Germany, by means of a canal junction of the rivers Maese and Scheldt with the Rhine, that the French are intent on their supply of colonial produce from the Levant.

Since the communication between Servia and Austria has been opened, great quantities of various kinds of merchandize has already arrived on the Austrian territory, from whence they are to be forwarded to Vienna. In that city also considerable depots of goods have been collected by way of Brody and Gallicia from the port of Odessa in the Crimea, a place now rendered of great consequence through its traffic, but hitherto unknown; the trade from the Crimea has been particularly augmented by the assistance it has received from the Russian government, which has now united the navigation of the Black Sea with that of the Baltic, by means of the Berini Canal, forming a junction of the river Duna, near Dunaburg, in the government of Mittau, at the mouth of which river is the port of Riga, with the river Dnieper, which falls into the Black Sea at Cherson. The conveyance of goods by these routes are partly by land and partly by water; the expence of carriage from the banks of the Black Sea to Brody is very trifling, and that route is reckoned far preferable to the one by Turkey; because in the event of any disturbance in that country the goods are exposed to great danger of pillage.

When the manufactures of France are obliged to depend on so circuitous a route for the supply of raw materials, which she is obliged to derive from foreign countries, in this instance only for the silk and cotton branch, it is easy to foresee that the traffic of merchandize from her enemies ports will always furnish an extensive contraband trade; and that one cargo out of three, or perhaps four, getting safe into a French port, will amply repay both the shipper and those to whom they are consigned.

This cannot be more strongly demonstrated than by their own acknowledgment, as appears in the speech of the Minister of the Interior, delivered lately to the Legislative Body: "The Emperor, obliged to oppose just reprisals to this strange legislation [*referring to his Britannic Majesty's Orders in Council of 11th Nov.* 1807, *vide No. 6, Page* 499.] has ordered the seizure and confiscation of all vessels which, after having touched at

England, should enter the ports of France. From these measures, provoked by the British laws, the almost absolute cessation of the maritime relations and *many privations* for the French merchants, manufacturers, and consumers, must have necessarily ensued. These circumstances have favoured one of the greatest scourges of commerce, smuggling; but it has been strongly repressed."

Notwithstanding the Argus eyes of the numerous hosts of custom-house gens-d'armerie, the introduction of British and Colonial produce is carried on to a great extent: vessels under neutral papers and flags enter the ports of Bordeaux and Charente, and bring in return even French wines and brandies; but the latter article has of late been restricted by the Board of Trade. But the general and most safe channel of conveyance seems to be the following:—vast speculations have of late been made by the export of sugars, coffee, printed linens, and the manufactures of Birmingham and Sheffield, to that little and almost inaccessible depot Heligoland, from whence they are transhipped with facility to Holland; from hence they are reshipped under the French Consul's certificate direct to the various ports of France, or else sent by canal navigation from Rotterdam to Antwerp, from whence the goods are forwarded, either by water or land carriage, to the interior. The town, or rather city of Antwerp, within these few years has attained a very flourishing state, through being the medium of all the trade between Holland and France. Amongst the various articles of export, none appears to have been in greater demand than coffee, which is as favourite a beverage, or rather luxury with the French, as porter is to a London labourer. This has proved a valuable speculation; it producing in the foreign markets from 10 to 12 shillings per lb. the most common, and carrying with it no condemning proof, is safe if once landed, and does not render the officer conniving thereat liable to detection. A considerable freight of coffee was lately sent to the Flemish coast, and when near the port consigned, the Kniphausen captain (or any other countryman on occasion), as if by accident,

stranded his vessel, immediately the whole of the cargo, in casks, was landed (through a previous understanding with th principal of the *Douane*) and lodged for security in the custom-house, until the vessel should be able to pursue her voyage with her cargo; in the course of two tides, agreeable to a preconcerted plan, the whole of the coffee was taken out, and the original packages refilled with pulse, (pease) which was shipped by the assistance of the gens-d'armes, and the vessel finished her voyage to a *Dutch tier in the river Thames.*

The considerable profit and ready market for all the colonial produce that can enter the French territory, through neutrals or otherwise, will be still more fully shewn by the following copy of a plan, as published in the Royal Courant, for supplying France therewith: "M. Fouache, merchant at Havre de Grace, has proposed a plan to form by authority an armed confederacy to the Windward Islands, through the means of eight *geolettes.** M. Fouache proposes taking a principal share in the enterprize, and observes, that if of the above eight *only three* should return in safety, it would produce a nett profit of upwards of 15 per cent.; but should the whole eight return, it would produce a dividend of 200 per cent." His calculations are founded from the success of the vessels bringing the government dispatches; they being built after the above principle, and are seldom, if ever, taken.

It appears, as we have before observed, that amongst raw articles, cotton is the most in demand; for want of which, (but according to the Moniteur, the scanty supply of which) the manufactures of France are standing still, vainly flattering themselves that time will bring a sufficient supply from their own growth; and another article mentions that the inhabitants of the department of Gers have already began to cultivate the cotton plant, which bids very fair of success; and that those

* These are vessels constructed after the model of Paul Jones, being between a brig and a snow, having the mizen of the former and the square sails of the latter, while her stay-sails are similar to those of a frigate.

landholders who have entirely applied themselves to the growth of that article, have in a great measure began to reap the fruits of their industry and perseverance. However, with all their industry, and in spite of the fine speeches of the Minister of the Interior preaching up privations one moment, and the next vaunting the flourishing state of the trade and commerce of the empire, exclusive of Britain, it may be easily seen, that the manufactures of this country, so far superior in quality and workmanship, will still rival our neighbours, even in price. Another article of great demand in France is indigo; the chief produce of which is derived from our India possessions; and it appears that above one-half of the quantity annually imported is re-shipped for the continent, the French being glad to purchase it through the medium of the Dutch. Many of the French writers have of late been successfully employed in giving a stimulus to the rearing of the cotton plant and cultivating indigo, and they pretend to prove from antient record, that those articles have been successfully cultivated in France for ages past; and it appears that the cultivation of indigo has actually taken place on a very extensive scale, in the natural ground, at an estate in Vaucluse; and from the reports made to the National Institute, it promises in time to become a source of great wealth.

Within these three last months a very extensive trade has been carried on by shipment of our colonial produce to the Baltic, under his Majesty's Orders in Council, which permits them to trade under any flag except the French to the different ports, and return with cargoes of tallow, hides, hemp, flax, iron, or any other goods not prohibited. And I need not observe, that our manufactures and colonial produce thus disposed of, find a consumption from thence even in France. Well may the Minister cry out of privations which they have brought upon themselves, and well may it be for the emperor, if the eyes of the *Great Nation* are not soon opened, to view their *great degradation*.

PRICES OF MERCHANDISE.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

MR. EDITOR,

AS one amongst the numerous class of persons interested more or less in the diversity of matter and intelligence contained in the Tradesman's Magazine, I heartily concur with you in the advantages that may be derived from a reciprocal information of your Readers to the general stock.

You very justly observe, in your preface, that Commercial Men may sometimes feel a delicacy in offering their sentiments to the public, for want of leisure or otherwise, but as simple truth and matter of fact unadorned respecting Trade and Commerce will answer our purpose far better than with a studied phraseology, I am emboldened to offer my mite to the fund, however trifling, and should it be found worthy of a corner in your Miscellany, it will encourage me to become as occasional a Correspondent as trade and business will permit; at least, whenever any thing may occur worth imparting for general benefit.

Having an extensive Correspondence with the continent, in spite of the wily Corsican, and being myself but lately returned therefrom on a mercantile speculation, I have collected the actual and present prices of most of the articles and goods in demand at the different markets, chiefly from this country, and I think the subjoined price current may be a material guide to my fellow tradesmen, after allowing a sufficiency for risk, and the necessary expences of shipping, freight, insurance, &c. to point out what articles may be likely to fetch a tolerable good market on the continent.

At Rotterdam and Amsterdam,

Coffee sells from 32 to 36 stivers per lb.—Eng. *3s.*

Sugar, Muscovado 30 to 40 groats per lb.—Eng. *15d.* to *20d.*

Sugar, Havannah 55 to 60 groats per lb.—Eng. 27½*d.* to 30*d.*

——— Lump 70 to 80 groats per lb.

Tea, Common 7*s.* 6*d.* per lb.—such as is bought for 4*s.* 6*d.*

Salt, per bushel of 80lbs. 36 guilders, or 3*l.* English.

Cochineal 60*s.* per lb.

Indigo, Guatimalo and Caracas 200 to 220 stivers.—Eng. 16*s.* 8*d.* to 18*s.* 4*d.*

Birmingham and Sheffield Manufactures carry a profit of cent. per cent. as well as British Broad Cloth.

And for a return cargo, Butter, such as is sold in the shops at 15*d.* and 16*d.* per lb. is bought for 23 guild. per 100lbs. or 38*s.* 4*d.*

Cheese, such as is now sold at 7½*d.* per lb. is bought for 13 guild. per 100lbs. being a fraction more than 2½*d.* per lb.

Pulse, that is Dutch Pease, at 64 groats per bushel.

All these articles, which find their way to France through Holland, bear a premium of 50 per cent. more on each article, as near as possible; but the market by way of Heligoland is now not so profitable as formerly, as the stores there have of late been over-stocked, and in order to get rid of their goods, for which an immoderate charge is soon accrued for warehouse room and commission, recourse has been had to public sales, which are attended by the dealers from the continent, who there purchase and then take all the risk upon themselves. The profit on this plan is much diminished, and does not clear above 20 per cent. but depends entirely on the quantity of goods on hand: yet this is the safest way of trafficking with Mynheer, as he never comes to market without having first acquired a good understanding with the French commandant of the row gun boats.

Each purchaser will have about five vessels to convey his freight in, and the vessels of each merchant will be distinguished by a small difference in the vane of their boats. One of the five, or the headmost boat will bear up far before the rest, and as agreed, the row boat will bear away their prize, leaving the

ether four to run in unmolested. This method being regularly understood on those stations, throws emolument into the officer's hands, and renders him not liable to detection from the information of any of his crew, besides it shews that he is not quite inactive in his duty.

A.

HIGHLAND SOCIETY OF SCOTLAND.

THE anniversary of the general Meeting of this Society, agreeable to the charter, was held in their hall, High-street, on Tuesday last, at which there was a very respectable and full attendance of the Members, to the number of upwards of one hundred, and among others, the Right Hon. Lord Viscount Cathcart, Lord Viscount Duncan, Lord Robert Kerr, Lord Seaforth, Lord Macdonald, Sir John Sinclair, and Sir Alexander Macdonald Lockheart, Barts. with many of the most considerable landed proprietors in the country, gentlemen of rank in the army, and of the law, and commercial interest.

The Right Hon. Lord Viscount CATHCART, Vice-President in the Chair.

Before proceeding to other business, Mr. Macdonald, the treasurer, read to the meeting a letter from his Grace the Duke of Athole, president of the society, stating his regret at being prevented from attending the Society on this occasion, being detained on particular business in the country. His Grace at the same time expressed the anxious interest he takes in the prosperity of the Society, and his desire to promote its patriotic views, which gave satisfaction to the meeting.

The Society then proceeded to ballot for new members, when the following noblemen and gentlemen were duly admitted members of the Society, their names ordered to be recorded, and public notification of their election given, viz.

Most Noble George Marquis of Tweedale; Right Hon. Robert Lord Viscount Duncan; Lieut.-General the Hon. John

Leslie; Major the Hon. Charles Cathcart; the Hon. William Mackenzie, of Seaforth; Sir James Dunbar, of Durn, Bart.; Vice-Admiral of the Blue Sir William George Fairfax, Banneret; Rear-Admiral of the Red Sir Edmund Nagle; Robert Stewart, Esq. of Alderstone; Adam Gillies, Esq. Advocate, Sheriff-Depute of Kincardineshire; Brigade Major Howard, North British Staff; and several others.

The Society next took under consideration the proceedings of their directors since the general meeting in June last, and approved of their continued attention to different objects of improvement, as appeared from the premiums voted by them for the year 1808, for raising green crops, meliorating the breed of cattle, to plough-men for improvement in ploughing, and for the introduction of woollen manufactories into the Highlands; also, for essays, containing information on different useful subjects. The meeting directed a list of these premiums, with the names of the persons to whom they had been adjudged, to be published in the newspapers; and the Society approved of the zeal and attention shewn by the conveners of committees, and other resident members of the Society in the country, who had paid proper attention to the black cattle and ploughing competitions, the last of which had been found to excite much emulation and approbation in the districts in which they had been given. The meeting were gratified to find, that in several districts the country gentlemen and farmer societies had begun competitions of this sort; and that the exertions of these societies, in promoting improvement in agriculture, were found to be very beneficial in their districts were they had been instituted.

The Society having, at last general meeting, voted premiums for the erection of machinery, and the introduction, into Kintyre, Argyleshire, of a manufactory for carding and spinning of wool, and making the same into cloth; it appeared, by a letter from Mr. D. Clark of Campbeltown, that he had already, besides the operations of carding and spinning, manufactured nearly 2000 yards of cloth, and would soon be able to carry on this useful branch upon a more extensive scale. The meeting referred Mr. Clark's letter, with one from Mr. Thomas Parker, of

Yorkshire, relative to the introduction, among the tenantry in the Highlands, of small machines, or frames, for the spinning of wool, and the proper mode of sorting, or stapling it, to the directors; and the meeting expressed their acknowledgments to Mr. Parker for this communication.

The Society also approved of the resolution of the directors, to vote a premium of 20 guineas to Mr. James Veitch, at Inchbouny, near Jedburg, for an improved plough, constructed by him, and other machinery. These had been examined and tried by Lord Viscount Cathcart, who took the trouble of acting as convener, assisted by other resident members of the Society; and, from a very accurate report, given in by his Lordship to the directors, it appeared that Mr. Veitch's plough is of light draught, executes its work in a superior manner, and is particularly steady and firm in the ground. The meeting, at the same time that it adjudged the above-mentioned premium to Mr. Veitch, voted the thanks of the Society to Lord Cathcart, for the trouble his Lordship had so readily taken in the business.

A plan for the establishment of a Caledonian Asylum in London, for the maintenance and education of the sons and daughters of Scottish sailors, soldiers, and marines, brought forward by the Highland Society of London, and communicated by them to this Society, through Sir John Sinclair, Bart. was laid upon the table, with the report from the directors thereupon. It is proposed that, in this institution, besides reading, writing, and arithmetic, the boys shall receive such preparatory instructions as may be necessary to qualify them for the royal navy, the army, merchant service, or the fisheries. The girls also to receive aneducation suited to their situationin life; and for the purpose of bringing up the children in habits of industry, it is proposed to introduce into the establishment certain manufactures or mechanic arts, adapted to their subsequent pursuit in life. Due attention is also to be paid to the morals and religious tuition of the children. Contributors to this benevolent Asylum are to have votes in the management of it, with the privilege of presenting children for admission. The Society un-

animously expressed its highest approbation of the establishment of such an Asylum, and their satisfaction that so many noblemen and gentlemen of this Society had already come forward in its support. While the object of it is humane and laudable, it appears peculiarly proper to provide for the families of Scots soldiers, sailors, and marines, who have on every occasion upheld the high military fame acquired by their ancestors. Therefore, and as the plan of this institution seems well calculated for attaining its purpose, the Society take the liberty of recommending the establishment as an object worthy of encouragement and patronage from the members of this Society and the public.

The attention of the Society was now called to the highly meritorious and spirited conduct of two individuals, who, among many others of our gallant countrymen, had particularly distinguished themselves at the battle of Vimiera, so as to attract the notice of Major-General Fergusson, under whose command the 71st Highland Regiment, to which they belonged, had been placed. General Furgusson, in his letter, states that Angus Mackay (then a corporal in the 71st Regiment, but who had since been very deservedly promoted to a commission), was the person who had, on the above occasion, refused to accept of the French General Brenier's watch and purse, when tendered to him by that officer, at the time he was taken prisoner---and that Stewart, the piper of the grenadier company of the same regiment, had, after being severely and dangerously wounded, continued to play upon his pipe, to animate the men. General Fergusson expresses a hope that this Society would confer some public mark of its approbation upon these men for their conduct.

The meeting, with much approbation, and agreeable to the suggestion of the directors, unanimously resolved, that a gold medal, with suitable device and inscription, should be presented by the Society to Mr. Mackay, as a mark of the sense the Society entertains of his meritorious, manly, and disinterested conduct as above stated; and that a handsome stand of Highland pipes,

with a proper inscription engraved thereon, shall be given to Stewart, the piper, for his highly spirited and laudable conduct at the battle of Vimiera.

A memorial and representation from the adventurers in the herring fishery at the port of Campbeltown, relative to the act passed last session of Parliament, for the encouragement and regulation of that fishery, was laid before the meeting. The Society directed the secretary to inform those concerned in that trade, that, under the said act, a board having been now established at Edinburgh, especially for the purpose of the white herring fishery, the Society considered that board the proper channel to which representations and communications on the subject of the herring fishery should, in future, be addressed, in place of this Society.

A letter from Robert Rennie, D. D. Minister of Kilsyth, to the secretary, was laid before the meeting, stating, that he expects soon to be able to publish the additional parts of his work on the important subject of Peat Moss, as a manure and as a soil, which is intended to be dedicated to this Society. The meeting was pleased to find that this treatise was in such forwardness, as Dr. Rennie has paid much attention to, and takes an extensive view of the subject.

Mr. Macdonald, the treasurer, congratulated the Society upon its flourishing state, and the increase of its funds, as recapitulated by him, and appeared from an accurate state thereof, prepared by Mr. Wilson, accountant, in Edinburgh, the Society's auditor of accounts, upon the table. From the liberal support which the Society continues to receive from the noblemen and gentlemen of Scotland, and even from England, as this day's ballot evinces, the meeting were enabled to vote a considerable sum, to be laid out by the directors in encouraging proper objects of improvement, by premiums, in the year 1809.

The Society having proceeded, on the motion of the treasurer, to the election of president, vice-presidents, and other officers for the current year, the following noblemen and gentlemen were chosen, viz.---

His Grace the Duke of Athole, re-elected President.

Vice-Presidents.---The Most Noble the Marquis of Huntley, Right Hon. the Earl of Levon and Melville, Right Hon. Lord Viscount Cathcart, and Right Hon. Lord Seaforth.

William Macdonald, Esq. of St. Martin's, Treasurer.

Donald Maclachlan, Esq. of Maclachlan, Advocate, Secretary.

Robert Wilson, Esq. Accountant in Edinburgh, Auditor of Accounts.

Mr. Lewis Gordon, Dpu te Secretary and Collector.

Mr. David Watson, Recorder and Clerk.

Rev. Dr. George Baird, Principal of the University of Edinburgh, Chaplain.

Mr. Alexander Cunningham, Jeweller and Medallist.

Mr. John Campbell, Translator of the Gaelic Language, in place of the Rev. Mr. M'Intosh, deceased.

Besides thirty ordinary directors, chiefly resident in Edinburgh, for managing the affairs of the Society, whereof seven go out by rotation annually. The meeting also made choice of the following noblemen and gentlemen, as extraordinary directors, and several of whom are only occasionally in town, and cannot regularly attend the stated meetings, viz.

His Grace the Duke of Argyle; Right Hon. the Earl of Dalhousie; Right Hon. Lord Gray; Right Hon. the Lord Advocate of Scotland; Sir William Bruce, of Stenhouse, Bart.; Sir James Montgomery, of Stanhope, Bart.; Sir Alexander Macdonald Lockhart, of Lee and Carnwath, Bart.; John Francis Erskine, Esq. of Marr; James Ross Farquharson, Esq. Invercauld, Captain Royal Navy; Thomas Miller, Esq. of Glenlee.

Among a variety of other matters referred to the directors, were communications from Sir John Sinclair, Bart. and Mr. Henderson, at Brechin Castle, upon the cultivation of spring wheat, and the smut in wheat; and from Mr. Wilson, of Kelvinbank, relative to oak and fir woods. The meeting then voted the thanks of the Society to Lord Viscount Cathcart, for his conduct in the chair, and support given by his Lordship, on every occasion, for promoting the views of the institution.

In the afternoon a large party of the members attended the anniversary dinner in Fortune's tavern, Lord Viscount Cathcart in the Chair, when many loyal, patriotic, and appropriate toasts were given, and the evening spent with that hilarity and pleasure which a meeting associated for such patriotic objects as those of this institution is calculated to produce.

ON THE MANUFACTURING OF PAPER.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

I AM glad to find that some of your correspondents have already made communications on substitutes for some of those articles for which we are obliged to be indebted to our foreign neighbours. It has for a long time been proudly asserted by many able writers, that Britain might be independent of her neighbours, and derive all the articles requisite as necessaries of life, or luxuries, either from home produce, or our colonies. But this doctrine has only been laid down in general terms, and in times like the present, I hope far abler pens than mine, may be induced to give their thoughts and observations on the supply or produce of those different articles we are mostly in need of, for supporting our manufactures in the same rivalship this nation has so long, and eminently maintained, to the great envy of our enemies. I am extremely sorry to observe the hasty strides that are daily making against the diffusion of literature and science, through the medium of the press. I mean, Mr. Editor, through the high price of paper, which you, as well as your contemporaries, must have sensibly felt since your first establishment. In order to remedy any evil, it will be necessary in the first place, to find out the cause, and then proceed by such methods as may be most conducive to counteract that cause. It is true the manufacture of paper appears to have been a long time dependent on the importation of rags for a supply of the material from which it is made; but the failure of procuring that supply from abroad, has not alone caused the present enormous price

It appears, that the consumption of paper in this kingdom, is much greater than formerly, but not through a more extensive publication of books, many works of real value being kept from the press through the high price of paper. The real consumption is through the extravagant use thereof, in the present age; a merchant or a merchant's clerk formerly was contented to answer a letter of business to his country correspondent, on perhaps half a sheet of paper, and that of the most inferior kind, but now a clerk fancies he shall degrade the firm of his master's house if the acknowledgment of a bill of exchange is not made on a sheet of the finest wove paper, enclosed in an envelope of another half sheet. The next extravagance of paper is in the distribution of all the various puffing bills of quackery, the lottery, &c. so largely distributed even in remote country towns, one half of which are trampled under foot. The great consumption of paper also in the package of goods from the wholesale dealer to the petty chandler's shop does not contribute a little thereto, and though last not least may be reckoned the use of paper in all the public offices and departments of government; and the voluminous papers as daily ordered to be printed by the Houses of Parliament for the use of the members, would be sufficient to print at least one quarter of the literature of the kingdom. We should find on calculation, that the least economy in consumption, by every individual, would greatly contribute to a general saving.

Since rags are very scantily procured from the Continent at present, why should not the importation thereof from Italy or other parts, receive a bounty, or have some inducements held out equal to that for raw silk from the enemy's ports, by the orders in council, that according to a certain tonnage, other goods should be permitted to make up the cargo, otherwise under restriction, or that the vessels on return should receive a licence for a limited time to pursue the North Sea fishery, which is an inducement the neutral or Dutch flags would readily catch at *. This system would not only prove a great promotion of li-

* This part of the trade is fully explained in p. 503 of our 6th Number. Ed.

terature, but furnish employment to many hundreds at the press, now literally starving. A Mr. Hall has lately published a very judicious letter on the subject of a substitute for rags in the manufacture of paper, and he assures us from experiments and observations made by himself, that the cheapest and most ready articles from which paper can be made are the refuse of hemp and flax, and the hempen particles of the hop and bean plant.—He says that nearly half of the raw hemp and flax carried to the mills for beating and dressing is left to rot under the name of refuse; but this refuse, thought not tough and short, fit for being converted into cloth, may, on being cleared of the strawy particles, become as soft and as useful for making paper as the most valuable part of the plant. It can besides, by a chemical process, well known to bleachers, be rendered as white as cambric.

The bins or straw of hops, which the planters generally throw away, contains an excellent hemp for making cloth, canvas, ropes, &c. and also the best materials for making paper. Mr. Hall also asserts, that were one-half of the bins of the hops raised in Kent, Sussex, and Worcester, steeped like hemp and flax, it would furnish materials enough for three times the quantity of paper used in the British dominions.

I should imagine that through the great improvements and valuable experiments that have of late been made in various chymical processes, some method might be found to extract both common and printer's ink from paper, thereby returning, perhaps, one-tenth part again into use. The collection of paper for this purpose might also furnish an employ to the indigent, similar to that of collecting rags; even without the extraction of the ink, it might again be converted into use for inferior purposes, such as shop bills, wrappers of books, &c. I now beg leave to state an improvement in America for lessening the consumption of hemp, by making packing bags or cases for cotton of the poplar bark, and it strikes me very forcibly that something similar might be substituted for the bags and pockets of hops, even from the bins of the same.

The following is an extract from the George Town Gazette, of August last:

"I rode down to Colonel Hamilton yesterday, by invitation, to view his screw-press for packing cotton in poplar or wahoo bark. This project I had heard of before, but did not deem the thing practicable; indeed I thought it a visionary scheme; myself, however, as well as a number of other gentlemen, had ocular and satisfactory demonstration, that 276 pounds of cotton can be pressed into a bark envelope or bag, the contents of which, in cubic measure, are only 14 cubic feet. The press was about fifteen minutes in packing the bale, and the whole operation of putting the cotton into the press, screwing it down, sewing on the cover, cording the bale, and turning it out of the press, might consume about one hour."

"He has three of these presses, which cost him fifty dollars a piece for the workmanship only; the bales are square, look very neat, and are very strong, about four and a half feet long, two feet deep, and a foot and a half wide. The bark, ropes, &c. which compose the cover, weigh about twelve pounds. He packs ten bags of cotton, covered in this way with bark and matts for the price of five yards of cotton bagging. This saves him nine-tenths of the expence of bagging for his cotton, renders him independent on foreign manufactories for that article, and therefore less susceptible of injury from the embargo."

"I likewise took a look at the looms. They weave cotton wool, and the hair of horned cattle, into good substantial cloth. He will make enough of it this year, he says, to clothe all his negroes. The cloth is twilled, and will be very warm and lasting."

Lord Somerville has frequently called the attention of landholders, to the importance of growing upon our own soil an ample supply of that valuable commodity hemp. He estimates our annual consumption at thirty-five thousand tons, independent of what may be required for seed, and he points out the means of raising this quantity with great facility, even without any material derangement of our present system, so far as regards the

growth of corn. Perhaps the easiest, most effectual, and profitable method of reclaiming the extensive marsh lands in Wales, would be by sowing hemp, which in a year or two, usually leaves the soil firm enough for potatoes, or even corn. In Glamorganshire, a subscription has already been set on foot for supporting an experiment of the kind to the extent of many acres, and it is to be hoped that the result from time to time will be made public, that if successful, of which there is very little doubt, other parts of the principality may be induced to follow the example. An encouragement is also held forth by the linen board of Ireland, for promoting the growth of hemp, by offering the seed thereof gratis to all the poor farmers who have not been able to provide themselves with flax seed. A schedule has been published of the quantity of manufactured hemp imported within one year, and the sum paid for that article appears to be no less than two millions sterling.

Manchester, 6th Feb. 1809. BRITANICUS.

PROVÍNCIAL IMPROVEMENTS

AND OCCURRENCES AS RELATING TO TRADE AND COMMERCE.

Liverpool and Manchester.

THE proprietors of the Duke of Bridgewater's Canal, and of the Leeds and Liverpool Canal have agreed to unite the two by extending the Leeds and Liverpool from Wigan to Leigh; this undertaking will be of immense advantage to the towns of Liverpool and Manchester, as well as to the manufacturers and other inhabitants on the line, on account of the cheapness and facility which will then attend the conveyance of all kind of goods between the first manufacturing town and the second sea-port in the British Empire. There are only seven miles to cut.

On Monday, 2d Jan. was opened to the public, the new Exchange Coffee Room at Liverpool; this superb and elegant room, forming nearly the entire length of the east wing of *the new Exchange buildings* (vide No. 7, page 57), extends in length

94 feet, in breadth 42 feet 7 inches, and in height 51 feet 9 inches. The ceiling of the room is supported on each side by eight stone columns of the Ionic order, each column composed of one entire and very beautiful shaft, 20 feet 9 inches from the floor to the bottom of the architrave. The centre of the roof between the columns is covered, and the arch is neatly ornamented in pannels. A magnificent colonnade is thus formed in the centre of the room, which has a striking effect when viewed from either fire-place; the intermediate spaces on each side are appropriated to chairs and tables, and provided with all the newspapers and periodical publications of the day. The walls of this noble room are ornamented with twenty pilasters corresponding to the colonnade. There are six large arched windows on the west side, five on the east, and two at the south, between which is a handsome recess for an elegant stove. There are three large fire-places, and the chimney pieces are constructed of Kendal black marble, having a rich and handsome effect. This building reflects the highest honour on the public spirit of the town of Liverpool, and not less on the ability of the architect to the corporation, Mr. John Foster. When the room had been opened only three days, the pressure of subscribers was so great, that during the hours of business it was completely filled.

Ipswich.

A numerous meeting of gentlemen of the town and neighbourhood has lately been held at the town hall, for the purpose of considering of a plan for the erecting a suit of Public Rooms in that town, and a large subscription for shares of *50l.* each was immediately entered into, and a committee appointed for conducting the plan.

Forest of Dean, Gloucestershire.

A very interesting plan has lately been laid down for the establishment of a Rail Road through the Forest of Dean from Lydney to Lidbrook by a direct communication; there is an extensive part of the Forest abounding with coal, which has been

hitherto very little explored, this will obtain an easy communication for working to advantage. The consent of the Crown has already been signified from Lord Glenbervie, surveyor-general of the woods, and the necessary steps have already been taken for carrying the same into effect.

Glasgow.

Which till lately had no supply of water but from wells, has at length formed a plan of supplying the whole of the city and manufactories with an abundant supply from the river Clyde by means of pipes and steam engines. Two companies have embarked in similar undertakings, and the works of both are in great forwardness. But the circumstances which deserve most attention from the public, and is the principal reason of our noticing this work, is the filtration of the whole supply of water by means of reservoirs. This salutary process is effected by making the water filter through sand and gravel from the large reservoir into which it is first raised by the steam engine, into a second a little lower, and from which the conveying pipes receive their supply.

This is the first instance, we believe, of water being filtered on so large a scale, and when its advantages, not only to the health of the inhabitants, but to bleachers, dyers, and other manufacturers are duly considered, we cannot doubt that it will be adopted in all future undertakings for supplying large towns with water. Hitherto, all branches of manufacture connected with the use of water, have been obliged to be carried to it, and the necessary hands along with them, and much expence for carriage and extra labour has been added to the price. But should this system become general, manufactures will be carried on where the necessary supply of labourers can be most easily procured, and the goods find the most ready market.

Chester.

The Corporation of this city are receiving plans for widening, altering, or rebuilding the present bridge over the Dee, and

improving the approaches leading thereto. This has long been wanting, and if carried into effect with the usual spirit of the corporation, will not only be an ornament to the city, but to insure safety to traffic and passengers passing this way.

ON WEST INDIA SUGAR.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

Mr. Editor,

I SHOULD be glad if I could call the attention of the public to the subject of West India Sugar, and perhaps I cannot better do so than through the medium of your Publication. I should therefore be obliged to you to insert this letter in it.

West India Sugar is not allowed to be brought into this country but in its unrefined state. The intended policy of this law is, I believe, to increase the quantity of shipping, the *wise* framers of it not recollecting that it would of course raise the price of sugar, and consequently diminish the consumption of that article, thereby lessening the shipping as much in one way as is gained in the other, and also lessening the duty upon sugar.

When will these foolish restrictions be laid aside? Encouragement is given to the persons who find out the means of abridging labour by patents, &c. &c. and yet we are to have direct laws trying to multiply labour. The law, sir, upon which I am now treating is surely as absurd as if a tax was laid upon the refined sugar brought into this country, and the money arising was to be laid out in bringing sand from the West Indies here, and indeed it appears to me to be in effect the same thing.

Sawing Mills, sir, is also a subject that I think deserves some attention from the public, and as Government itself has broken the laws relating to the non-use of these useful machines, it is now to be hoped that some one will without delay bring a bill

into Parliament for the purpose of permitting *individuals* to use them.

The laws against regrating still also exist, although the policy of them has been so long exploded. (*Vide Adam Smith.*)

I remain, your's,
W. H. WYLLISFY.

QUERIES ON DUTCH METAL.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *Birmingham, 13th Feb.* 1809.

BEING engaged in a manufactory that uses a large quantity of the article called Dutch Metal, which from the present state of affairs cannot be procured. If through the medium of your invaluable Publication you could inform me how it might be manufactured in this country, it would render an essential service to many individuals. I rather suppose the reason why it was not made here, was owing to the low price at which it formerly sold, but we find now that it cannot be had. I should think there are gold beaters that might employ apprentice boys, if they can ascertain the quality of metal. Any information upon the subject would be gratefully received.

Your's, very respectfully,
A MANUFACTURER.

P. S. In your Magazine, No. 7, you give an account of making Vegetable Tar; and in No. 8, in your Substitute for Candles, you notice the invention of Gas Lights, which I heartily wish were more generally adopted, for I believe the tar which is produced from them would be found more serviceable to the navy than any which comes from abroad, as it fills up the pores of the wood better, and does not chip off like the tar generally used. I have been told that a vessel done with this gas tar has stood a long voyage as well as if she had been coppered

QUERIES ON VEGETABE ACIDS.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *Manchester, Feb.* 9, 1809.

SINCE it doth not appear that the Vegetable Kingdom, (with respect to the Acids), has been sufficiently examined, so as to have been introduced into the Arts and Manufactories generally; and as it is highly probable, that could a Vegetable Acid be procured in a very concentrated form, and at the same time at a reasonable expence, I have no doubt but it would prove a most valuable article in many branches of our manufactories.

If you will permit me a corner in your most valuable Miscellany, for the following questions, I shall esteem it a favour, and I hope some of your friends will give me the information required.

First, What Vegetable contains the radical most likely to produce the strongest Acid. And,

Secondly, Which is the cheapest method of producing the Acetic Acid in the most concentrated form.

I am, Sir, your's, respectfully,

T. L.

P. S. Perhaps, Mr. Editor, I may have to trouble you again on this subject, and I shall be at all times happy to render any information in my power.

ON DEOXIDIZING INDIGO.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR, *Feb.* 18, 1809.

IT is an important desideratum in the Arts to be able to deoxidize Indigo in a cheap way, so that it may be rendered fit for printing on calicoes like other colours.

Hausman has recommended stannate of potash for this purpose, but has neglected to give the precise directions for its

preparation; in consequence of which, I have never yet been able to succeed by this means. If some of your numerous Correspondents can give the necessary particulars, it will much oblige,

Sir, your's, &c.

CHEMICUS.

NOTE. Hausman's paper may be seen in the Philosophical Magazine, vol. 24, page 69.

COMMERCIAL REPORT.

WE are happy to find that what we have already prognosticated of fresh markets being opened in South America, for the reception of British Manufactures is again verified: at a public meeting lately held of the merchants concerned in the Brasil trade, the chairman reported several important objects obtained on both sides the water.

The South Sea directors have very liberally consented to empower his Majesty's Ministers at Rio Janeiro to grant the Companies licences for the general protection of the trade to South America. As a further aid and assistance to these infant commercial colonies, which bid fair in a short time to rival their parent Kingdoms in the old world, the Ministry have very wisely taken off the duties upon all Portuguese produce warehoused for exportation. A new tarif has been agreed upon abroad, considerably reducing the valuation on which British goods formerly paid duties in the Ports of the Brasils, which it is understood will be retrospective. A warehousing system, on a principle similar to our own, was in contemplation, and several other measures for putting the commercial intercourse between the two countries on the most friendly footing.

By a vessel just arrived from Rio Janeiro, we also understand that many considerable orders, principally for our coarse woollen manufactures have been received. The communication between that Port and the shores of the Rio de la Plata is now open, and a large portion of the merchandise preparing for shipment is intended for that market.

The disastrous turn of affairs in Spain has now nearly stopped all importation or exportation with that country, and what little wool has come to market has again procured an advance in price.

Several vessels have lately arrived at Liverpool and at other Ports from America with very valuable cargoes of cotton and tobacco, having broke through the embargo. Some few more may be expected, but from the regulations and enforcements which have now been carried into effect on the rivers, no more tobacco can be got off, and it was also apprehended that the small vessels hovering about the coasts would not be able to get any naval stores of consequence. The embargo act, which passed the 7th Jan. contains a clause, which enacts that all vessels which were then loaded should immediately reland their cargoes, or give substantial bonds to six times their value, that they would not proceed to a foreign Port. These vessels had long been laden with cotton and rice, expecting the embargo to be removed, but hearing of the order to unload they slipped their cables in the night and set sail. No vessel will now be permitted to take in a cargo for a foreign Port, or load with any articles fit to be used in foreign manufactures; and any attempts to evade these laws are to be severely punished, and informers to be rewarded with half their cargoes.

It is also reported, on the authority of the *Mercantile Chronicle*, that there are two bills in progress in the legislative assemblies, called Non-Intercourse Acts, the one prohibiting the trade with Great Britain, the other with France: on the date that these become law, we are told the embargo is to be withdrawn.

In Holland a project of a new plan has been laid before the legislative body for preventing smuggling with England, as they begin to see that the penalties hitherto inflicted are quite insufficient. It is now proposed to punish the first offence with confiscation of property, and the second offence with *death*.

We are extremely sorry to learn that a traiterous commerce, to a considerable extent, has lately been carried on by British speculators in British ships with the enemy's settlements in the West Indies: several vessels have been sent to Antigua and other of our Islands, attempting to enter Guadaloupe and Martinique, which Ports are under a strict and rigorous blockade.

In the North of Germany as well as in Holland, the American embargo has had a considerable effect in the markets of colonial produce, and this will cause a ready sale for such goods as neutrals will carry from this country under his Majesty's orders in council.

We cannot expect many arrivals for some time from Sweden, as the Sound is now full of ice, and upwards of twenty vessels which left the Baltic too late are now completely froze in.

The prices of Linens, particularly Irish, are something advanced this month, but this must not be attributed so much to a scarcity of the material, as from all the country dealers being in the market purchasing for their summer stock.

From the advanced price of wool, all kinds of Woollen Cloth have experienced a considerable rise again this month, but mostly nominal, as there are few purchasers at market. Whenever any article experiences an increase of price beyond what the progressive advance of the time will warrant, we may naturally suppose that more than one-half the consumers will economize, and that half the remainder will endeavour to find a partial substitute, (this has been strongly evinced in the price of tallow and candles), from this we prognosticate that the ensuing summer will find out a substitute for the finer woollen cloths, in the improved manufactures of Manchester. Let this act as a gentle hint to the monopolizers of cloth.

Tailors prices may now be reckoned at Common Colours 38*s*.—Woaded do. 40*s*.—Blues 42*s*.—Half Drapps 40*s*.—Milled Cassimeres 19*s*.—Single do. 16*s*.—Ladies Cloths 33*s*.

These prices were sent round to the trade in a circular, from a general meeting of the Superfine Woollen Manufacturers of Wilts and Somerset, held at Bradford, on 30th Jan. last; and amongst other resolutions it was agreed, that the above prices should take place on 1st Feb. following, at a credit not exceeding six months, and bill at two months; and also that no deduction should be made for short measure.

We may soon expect some cargoes of Tallow from the Brasils, in addition to what has already arrived, from which and the general adoption of oil as a substitute for candles, even in the inferior offices and kitchens of the great, we may shortly find monopolizers in tallow, glad to come to market at a reduced price.

The East India Company have declared for sale on Monday 6th March.

	Prompt Payment, 16th June.
Tea, Bohea	300,000 lbs.
—— Congo	3,350,000
—— Souchong	200,000
—— Single and Twankay	750,000
—— Hyson-Skin	100,000
—— Hyson	300,000

And for sale on 30th March.

Cinnamon	228,000 lbs.
Nutmegs	92,000
Opium	15 chests.

And on 11th April following.

Saltpetre	1460 tons.
Pepper	622 bags.

But the sale of Indigo is postponed from 13th March to the 8th May.

The Directors have sent orders for as large an investment of Hemp as can be procured from the settlements to be sent to England by the next homeward bound fleet.

By accounts from Manchester it appears that the manufacturers of that town and its vicinity out of employ are very numerous, and that the sum of 14,000*l.* already subscribed is not sufficient even to give a temporary relief to the whole.

The inferior kinds of Sugar only appear to be something dearer than our last, owing to the purchases still made for the distillers, and the bill to prohibit the distillation of spirits from corn or grain in Great Britain, and to suspend the importation of British or Irish made spirits into Great Britain or Ireland for a limited time has been laid before the House of Commons. It was also ordered that an account should also be laid before that House of the total value of exports and imports for the three last years past, from and to Ireland, distinguishing the amount in each year, as well as the total value of the exports and imports between Ireland and the United States of America for the same period; also an account of the exports and imports from and to Ireland for three years ending 11th Oct. 1808, distinguishing the value for each year, and also distinguishing those of foreign merchandise and domestic produce, also an account of the principal articles of provision and lumber imported into his Majesty's colonies, and from what place exported; also an account of the cotton wool imported into Great Britain for the three last years, distinguishing the amount of each year and the places from whence imported. From these accounts, as soon as they are ordered to be printed for the use of the members, we shall make extracts for the use of our readers. In short we have in pre-

paration some very valuable information respecting the state of the various manufactures, trade, shipping, and navigation of Britain, which we have selected from accounts as presented at different times to the Houses of Parliament, or the reports of committees, derived from the original information of the most intelligent persons concerned therein. It is true these reports have been printed, but only for the use of the members, and as they are only interested in them whilst the subjects are under discussion in the House, they are in a short time consigned to waste paper, and the sight of a copy on any particular subject can scarcely be procured. Condensing these papers into concise treatises, we trust will render them always a valuable reference on the subject of the trade and commerce of the articles to which they belong. We have deferred commencing these papers this month in order to make room for the valuable communications of our different Correspondents.

Great damage has been sustained throughout the sheep walks and grazing land of the country, from the late excessive floods, exclusive of many habitations being actually swept away in various parts. The flooding of the Fens in Lincolnshire has rendered an incalculable loss to individuals from the drowning of the flocks, as a far greater stock is generally kept in the Fens than in the Uplands. The inundation there has extended more than 15 miles in length, and about 150,000 acres of land were flooded, having the appearance of a sea, and the water in the Hundred-feet-washes was 6 feet 6 inches above the causeways: should the water not be drained off before seed time, the damage done will far exceed a million of money. The difficulty of finding food for the cattle preserved and drove upland, has caused most of the graziers to sell off their lean stock at a great loss.

These disasters by flood have furnished projects to a set of schemers, and we observe the name of Brown, Golden-lane Brewery, at the head of a pompous advertisement for establishing a company for *Insuring the Lives of Cattle*: how far this can be substantiated against the death of horses, oxen, cows, and sheep, by disease or accident, we will not at present pretend to dispute.

[WE have this month obtained, according to the wish of some of our Correspondents, an account of the specification of Mr. Matterface's Mashing Machine. The Proprietors and Editor of the Tradesman have requested in a former Number, that Patentees would favour them with accounts of their Patents; it must be obvious to every one engaged in such transactions, that the Tradesman must present a useful vehicle for increasing their publicity, circulating as it does amongst that part of society more particularly connected with those objects.]

ACCOUNT OF MR. MATTERFACE'S MASHING MACHINE.

[*With a Plate.*]

THIS Machine is so simple in its construction, and so effectual in its operation, that it far exceeds all others that have been yet erected. It travels round a tun 16 or 17 feet diameter in two minutes, and by five revolutions round the tun, which is but ten minutes, all the malt is properly wet; which is acknowledged by all Brewers of the greatest importance, to have all the goods wet while the liquor retains its heat. This Machine requires no attendance whatever while at work. It works so easy that one man hath mashed 12 quarters of Malt with it, by hand, in ten minutes, (which may be known by applying to Mr. Barnes, brewer, of Winchester.) Two men can mash 12 quarters with pleasure in ten minutes the first mash, and after that, one man will do it very well.

The superiority of this Machine over all others may be known by applying to Bankside Brewery, Southwark Brewery, British Ale Brewery, Lambeth, Messrs. Powis, Greenwich, and many others too numerous to mention, whose references may be obtained by applying to the Inventor and Patentee,

ABRAHAM MATTERFACE,

Millwright, Pump and Engine Maker, No. 18, Collingwood street, Blackfriar's Road, London.

Description of Mr. Matterface's Patent Mashing Machine.

A Represents the mash tun.

B The iron false bottom, which the worts are strained through from the goods.

C The step that carrieth the upright shaft, and cylinder carriage that carrieth the oar shaft.

D The cylinder carriage.

E The shaft that the oars are fixed in.

F The oars extending from the bottom to the top of the tun.

G Is the traveller that clears the goods round from the sides of the tun.

H Is two rollers working under a curb to keep the traveller upright.

I Is a pinion on the end of the oar shaft working on sigments k, causing the horizontal motion round the tun.

K Is the sigments round the tun.

L Is a curb fixed to the tun to carry the sigments.

M Is the upright shaft in the centre of the tun.

N Is a piece of timber fixed over the centre of the tun to support the top of the upright shaft and carry the end of the horizontal shaft.

O Is a horizontal shaft, which causes the whole motion of the Machine.

P Is a cupling box where it may be connected to either a steam engine, horse wheel, or to work by hand, as the concern requires.

MONTHLY RETROSPECT.

Domestic Affairs.

DURING the past month, the attention of Parliament, and of the public have principally been turned towards the investigation of certain charges preferred against H. R. H. the Duke of York, on the subject of selling, or being privy to the sale of certain Military Promotions, &c. In the course of this investigation (which continued three weeks, and closed on the 28d Feb.) numerous witnesses were examined; some of

MATTEERFACE'S PATENT MEASURING & WASHING MACHINE.

Patented March 4th 1809

whom being guilty of prevarication, and of perjury, it is hoped they will receive that punishment which their misconduct so richly deserves. The principal evidence was a Mrs. Clarke, who (to use the language of modern refinements in vice), had been under the *protection* of the noble personage concerned; and who seems to have endeavoured to carry on a lucrative and nefarious traffic in Military Promotions. As, however, the complete details of the witnesses have doubtless been perused by our readers, and are besides too prolix to admit even of analysis, we can at present only remark—that, as the affair is now pending before the supreme Judicature of the nation, it would be presumptuous—and indeed pre-judging the character of the noble personage implicated, to offer any remarks on a subject so delicate, before that judicature has expressed its deliberate judgment. Excepting a few Bills of little comparative moment, nothing peculiarly interesting has occurred in Parliament.

The late severe gales have proved very disastrous to our shipping in various directions; and we are concerned to state, that the serious misunderstanding (adverted to in our last No.) still continues in Jamaica, between the Governor and the Military Commanders, on the one side and the House of Assembly on the other. Another expedition has sailed, under General Beresford, whose destination is supposed to be for Lisbon, or the South of Spain.

Foreign Affairs.

The Patriots in the South-Eastern parts of Spain, we are informed, have obtained some advantages over the French in different directions. In the mountainous province of Asturias, an army of 30,000 men has been raised and disciplined; and the passes leading to it have been so well secured, that the French have not yet obtained admission. Joseph Napoleon has returned to Madrid, and has been recognized as the Sovereign of the Country.

More recent intelligence informs us, that the gallant Marquis de la Romana had succeeded in conducting the remains of his Patriot army to Bayona, a sea-port near Vigo; where it is expected he will be able to maintain himself until we send ships to fetch them away. The Spanish American colonies continue steady in their allegiance to the legitimate Sovereign, Ferdinand VII.

In Portugal, affairs present no change of aspect. The merchants, composing the British Factory at Lisbon, hold themselves in readiness

to embark at a very short notice, in the event of the French army advancing towards the Capital.

Bonaparte has left Spain and returned to Paris, in consequence, it is supposed, of the increased and still augmenting Military preparations of Austria. Louis Bonaparte, King of Holland, has issued a severe decree to prevent smuggling with England; which punishes the first offence with confiscation of property, &c. the second with *death*.

In the North of Europe, the war has been interrupted by the intense severity of the winter: the Swedes, however, continue firm in the great cause in which their sovereign has embarked, and are exerting themselves in every possible direction, in furtherance of his measures.

The Revolution at the Porte is now subsided; and it has been recently stated that our Minister, Mr. Adair, has received permission from the new Emperor to go to Constantinople.

The most violent spirit, on the part of the American Government, continues to be shewn on the subject of the embargo: several ships, however, have set sail, in defiance of the batteries and gun-boats, and have arrived at different English Ports. It is understo o that the British Government are about to send a gentleman to America, with a modification of the Orders in Council, which is stated already to have met with the concurrence and approbation of Mr. Pinckney, the resident Minister from the United States at the Court of St. James's.

THE MARINE LIST.

THE Jasper SW. has taken a French lugger privateer, of 3 guns and 69 men, in the Channel, and sent her into Jersey.

The Perseverance packet, Ord, from Limerick to London, has been taken by the Hope privateer; retaken by the Roebuff, GB and arrived at Guernsey Roads.

The Harriet Transport, Parr, sailed from Quebec 8th November, but returned leaky, and with loss of anchors and cables, and will winter there.

The Transport No. 266, armed with 10 guns, and 92 men on board, from Lisbon to Deptford, is taken by the Rodeur privateer, and carried into France.

The Mary, Sellers, from London to Portsmouth, is totally wrecked near Poole.

The Brothers, Isaacs, bound to Riga, is lost in Riga Bay.

The Die Hoffnung, Schroeder, from the Baltic, is totally lost on Amelaud.

The Anna, Birkitt, from London to Hayti, put into Falmouth 16th inst. with damage, and four feet water in her hold.

The Albion, Adie, from the Cape of Good Hope to London, foundered at Sea in August. The captain and part of the crew arrived at Rio Janeiro.

The Catherine, Christian, Schartan, is put into Pillau dismasted.

The Minerva, Laidler, is lost in Riga Bay.

The Eleonora, Hodgson, and the Argo, Henderson, from the Coast of Spain to London, have put into Lisbon with damage.

The Eliza, Bruce, of and from Aberdeen to Pictou, was driven on shore about the middle of October, near Halifax.

The Acorn, M'Leod, from America to Stockton, upset at Sea 30th October; most of the crew lost.

The Franchise frigate arrived at Ja-

maica last month, with the Exchange and Guerreure French privateers, of 5 guns and 100 men each; and the Brutus sloop laden with coffee, which fell into possession of the Franchise, Aurora, and Dædalus frigates, Pert and Rein Deer brigs of war, at the capture of Samana on the 1st November.

The Hussar frigate, captured 15th ult. in lat. 9°. N. long. 6°. W. a French sloop, from Guadaloupe to Bordeaux.

The Britannia, Boag, of Glasgow, fully laden, was driven on shore on 20th November, between Port Maria and Port Antonio, Jamaica, and it was feared both vessel and cargo would be lost.

The Peter, Jones, from Dublin to Bristol, was wrecked 16th instant, near Wexford. Crew drowned.

The Lord Sheffield, Nichols, from Quebec and Halifax, bound to St. Croix, put into Bermuda 5th Nov. leaky.

The Middleton (American) Bernard, from Guadaloupe to New York, arrived at Bermuda 5th Nov. detained by the Ferret SW.

The Ocean, Purchase, and several other transports, in endeavouring to get out of Corunna, run on shore. The crew of the Ocean deserted her, fearing she would fall into the hands of the enemy.

The Hamburg brig Vovinigueur, Lolling, from Teneriffe, was taken 8th inst. by a French brig privateer; retaken 15th by the Foxhound SW. and arrived at Falmouth 18th.

The Francis, Paull, from Liverpool to Curacoa, was driven on shore near Dublin 17th instant, and deserted by the crew.

The Neptune Transport, Evans, from Lisbon and Quiberon, arrived at Plymouth on Thursday; she sailed from Lisbon on the 17th ult. with twenty-eight other transports, with French troops on board, under convoy of the Myrtle SW. On the 8th instant they were dispersed in a most violent gale; two of them marked LK and IH are sunk, and the Duke of Clarence and two others on shore in a small creek in Quiberon Bay, and it is supposed many others are on shore, as only nine are well accounted for.

The Townsend Packet, drove from her moorings on Tuesday night, at Falmouth, and went on shore, but it is expected she will be got off with little damage.

The Harriet and John, Baker, which was on shore in Mount's Bay, is got off and put into the pier.

The Brothers Transport, belonging to Shields, Gray, master, is totally burnt in Cork Harbour.

The George, Aubone, from Malta to Hull, arrived off South End on Thursday, where the ice stove her, cut the cables and obliged her to put into the New Ferry Dock, where she sunk, but was got out the next tide and arrived at Hull; the cargo is much damaged.

The Lisbon Packet, from Lisbon to Dublin, is on shore in the bay of Dundalk, and it is feared the vessel and greater part of the cargo will be lost.

The Elizabeth, of Jamaica, was cut out of the bay of Honda 7th Nov. by a French privateer.

The Schooner Industry, Robertson, from Lisbon to London, was captured off Beachy Head 19th November, and carried into Dieppe.

The Trusty, White, from Bristol to Tobago, was totally wrecked 17th instant on the Brazen Head Rocks, at the entrance of Tramore Bay, near Waterford. Only seven people saved, out of twenty-three who were on board.

The General Rapp, French brig privateer, of 8 guns and 41 men, was captured 17th ult. by the Ned Elvin SW. She had sailed from Dantzig the day before.

The Humphries, Young, from London to Honduras, was captured 8th Nov. by the Supericure French schooner, and carried into Beata, where after plundering and cutting away her masts, she was abandoned: shortly after taken possession of by the Hebe frigate, and carried into Jamaica 24th November.

The Jannet, Bradshaw, from London, and the Santa Erasma del Carmen, from Malaga, both bound to the Havannah, were taken on the 5th and 8th November, by the Jean Bart and the Du Guay Trouis French privateers—since retaken by the Reindeer and Pert sloops of war, and carried into Jamaica.—Both vessels were plundered.

The Grinder, Guevernean, of Jamaica, and the Admiral Dacres, Neo, of Jamaica, were driven on shore early in November, by French privateers.

The Agnes, Hodgson, from Gothenburg to London, is put into Grimsby with seven feet water in her hold, having been on shore.

The Clorinde frigate, bound to the East Indies; the True Briton and Cuffnels Indiamen; the Sir Sidney Smith, Bamford, bound to the Cape of Good Hope, put back to Portsmouth yesterday; the frigate with loss of mainmast, the two Indiamen with damage, and the Sir Sidney Smith leaky.

The Lord Melville and Cumberland Indiamen, have put into Torbay, and the Warren Hastings into Portland Roads.

The Admiral Gardner, Eastfield, bound to Madeira, Madras, and Bengal, and the Britannia, Birch, bound to Madras and China, were lost on the Goodwin Sands on Wednesday morning. Three of the crew of the former, and seven of the latter, drowned.

The Apollo, Riddall, from London to Curacoa, was lost on the Goodwin Sand on Wednesday morning. Only one man saved out of twenty.

The Maisters transport drove on the Hospital Shoal from Spithead, on Wednesday night, and lost two anchors and cables; but it is expected she will be got off.

The Rachel,———, from Bristol to Liverpool, is on shore on Dungarvon Bar.

The Primrose sloop of war, from Portsmouth, was lost near Falmouth on Sunday. Only a boy saved.

The Volador brig of war of 10 guns,

and a Spanish schooner, were lost 24th October, in the Gulf of Cora. Crew saved.

The Dispatch of Shields, a transport, from Corunna, with about 100 of the 7th regt. of light dragoons, was driven on shore near Falmouth on Sunday, and only seven men saved; since floated off, and drove into Coverach Bay without any person on board, and nearly full of water.

The Malvina transport, Bear, is lost at Corunna. Crew saved.

The Middlesex, Robson; the Nymph, Trehett; the Thomas's, Simpson; the Linskell, ——, (transports) were destroyed at Corunna 17th instant, to prevent being taken by the enemy. The Naiad transport it is supposed was destroyed.

The Elizabeth transport, 149, is on shore in Quiberon bay.

The Elizabeth transport EE; the Minerva transport LK; the Elizabeth transport HI, from Lisbon, are totally lost in Quiberon bay.

An American schooner from Boston, laden with provisions, bound to Martinique, was detained by the Pompee MW and sent into Barbadoes early in December.

The French ship admiral Villaret, with a valuable cargo, bound to France, was captured the latter end of November off Martinique, by the Goree SW.

The Twilight, Twaddle, was driven on shore 24th inst. near Southwold, and bilged.

The Comet, Hutton, from London to the Brazils, is put into Dartmouth with damage, having been run foul of.

The Romulus, Goodman, from Corunna, is on shore on the Isle of Wight. Cargo landing.

The sloop Appledore, of Barnstaple, was stranded in Tramore bay 17th inst.

The Malta, Plindt, from St. Croix, was driven on shore near Newhaven and bilged, on Monday.

The brig Euphrates, Gellies, was wrecked at St. Michael's 1st Dec.

The Clarisse French lugger privateer, of 16 guns and 58 men, is taken by the Indefatigable frigate and arrived at Plymouth.

The General Junot French schooner from St. Maloes, laden with flour, &c. is taken by the Raleigh SW and arrived at Plymouth.

A French lugger privateer, of 16 guns and 45 men, was captured on Monday night by the Beagle SW and carried into Dover.

The Lovely, Wood, sailed from Sidney, Cape Breton, on 16th October, for Quebec, but had not arrived there 10th December.

The Dawsons, Sullivan, from Kingston to Port Antonio, Jamaica, sprung a leak and put into Port Morant 10th Oct.

The Express packet, which sailed from Falmouth on Saturday, with mails for America, put back on Tuesday, having been run foul of by a transport, which carried away her bowsprit, &c.

The American schooner Mary, Stiles, from Wilmington to New Orleans, and the Spanish schooner Santa Trinidada, from Cuba to Porto Rico, were captured in October by a French privateer, and carried under a battery under Porto Plata, from whence they were cut out by the boats of the Rein Deer brig of war, the crews of which carried the battery by storm, and spiked the guns without loss, on 29th October, and sent their prizes to Jamaica, where they arrived 5th November.

The Spanish lugger Virgin del Carmen, Capolo, from Cadiz and the Canaries to Vera Cruz, was plundered of her cargo on the 8th November, off the isle of Vache, by a French privateer, and put into Port Royal, Jamaica, on 12th.

The Collins, Outerburgh, from Curacoa to St. Thomas's, has been taken by a French privateer; retaken by the Hebe frigate, and arrived at Jamaica 18th November.

The American ship Maryland, of 24 guns and 45 men, laden with India goods and provisions, bound to Martinique, was detained 26th November by the Ulysses frigate, and sent into Antigua.

Several vessels were driven from their moorings in the river during the gale last night, and received considerable damage.

Portsmouth, Jan 30. "The whole of this day it has blown a tremendous gale from the WSW; we fear much damage has been done at Spithead, &c. A large transport brig is on shore on the Horse. The following vessels have run into the harbour with loss of anchors and cables: viz. the Metcalf, Kirkus; the John, Spring; the Warre, Easingwood; the Lord Nelson, Bell; the Diligent, Sharp; the Venus, Self; a brig marked BI, and another brig marked 53.—7 P. M. 'the gale increases."

The Rose, Knight, from Plymouth to Falmouth, was lost 23d instant near Looe Island. The crew and twenty-six passengers drowned.

The Orion transport, Martin, for Spain, was driven on shore at Scilly 22d inst.

The Rose, Marshall, from London to Tobago, was driven out of the Downs on Wednesday, and put into Yarmouth Roads on Saturday, after being on shore off Lowestoffe.

The Margaret, Martin, from London to Oporto, put into Fowey 23th inst. after being on shore at Scilly.

The Elizabeth, Braud, from Dublin, and the Louisa transport, Le Mesurier, from Cork, were on shore in Catwater, Plymouth, on Sunday. The transport will be lost.

The Old Wife, Cupido, laden with oranges and lemons, was wrecked 24th instant, near Mount's bay.

The Castor, Smart, from Plymouth to Sunderland, was lost 25th instant. Crew saved.

The Ocean, Bruce, from Stockholm to Newcastle, which was on shore at Prasenburgh, is got off and arrived at Newcastle.

The James and John, arrived at Falmouth, passed a vessel the 25th instant in the Bay of Biscay, supposed to be a transport upset.

The William transport, Gaskin, is lost at Corunna.

The brig Argo, of Ramsgate, bound to Spain, was driven on shore near Llanelly, 24th instant, and lost her rudder.

The Manchester,——, from Selby to London, was lost on Wednesday last.—The crew saved.

The Maisters transport, which was on shore near Portsmouth, is got off, and put into the harbour.

The Naid transport is lost at Corunna. Crew saved.

The Rodney transport, O. W. is lost in Quiberon Bay.—The Renown, D. L.—The Jane, M. T.—and the Good Intent, B. O. are on shore in Quiberon Bay, but expected to be got off.

A transport, B. B. from Vigo, foundered off Cape Finisterre.

The Linskell transport, stated in last list to be destroyed at Corunna, is arrived at Portsmouth. She was on shore, but got off with loss of anchors and cables.

The Good Intent transport, Lee, from Spain, is wrecked near Christchurch.—Crew saved.

The Ceres, May, from Lanelly to Plymouth, foundered off Milford 25th inst. Crew saved.

The Jane, Thompson, of Plymouth, was driven on shore in Milford Harbour on Tuesday night.

The Alliance, Evans, from Waterford to London, is put into Milford with much damage, and making 30 inches of water an hour.

The Maria, Heseltine, from Seville, was driven on shore 26th instant near Grange, at the south part of the Isle of Wight.

The Samuel Walker, of Shields, was on shore near Bridlington 26th instant, with loss of rudder, but expected to be got off.

The Mary, Hunter, from Southampton to Shields, was captured about three months since, and carried into France.

The Neptune East Indiaman put back to the Motherbank on Saturday evening without damage.

The Scaleby Castle Indiaman put back to St. Helen's on Friday.

The Henry Addington Indiaman put back to the Downs on Friday with loss of main and mizen topmasts, and other damage, having been on shore on Bognor rocks twelve hours. She must return to the river to repair.

The Elizabth, Cook, from Liverpool to Rio Janeiro, put back to Liverpool on Saturday evening, with loss of mainmast, having been run foul of.

The Three Brothers, Mason, from St. Croix to Liverpool, got upon an anchor in Holyhead harbour on Friday night, and is full of water; only a few hogsheads of Sugar, and a small quantity of cotton saved.

The Friendship transport, Lawson, sailed from Corunna 4th November, and has not since been heard of.

The Fairfield, Veitch, of Liverpool, from Sundswall to London, is lost near Peterhead.—Cargo and materials expected to be saved.

The Duke of Kent, Hutchings, from London to the Brazils, put into Cowes on Thursday with loss of mizenmast.

The Canopus MW. is not arrived at Plymouth from the Mediterranean, as stated in last list.

The Young Fanny, of Pappenburgh, from Bordeaux, detained by the Triumph MW. and sent into Plymouth, was driven on shore on Wednesday, and it is supposed the vessel and cargo (wine and brandy) will be lost. Several of the crew, and two pilots, drowned.

A French privateer, of 16 guns and 90 men was taken 27th instant off the Lizard, by the Shannon frigate, and sent into Plymouth. She had been out 14 days from Ostend, but made no capture.

A fleet of about 50 vessels, bound to Gibraltar, Lisbon, and England, sailed from Malta the 26th November, under convoy of the Active frigate, Delight SW Woolwich SS and Lord Eldon AS. but having experienced contrary winds, about 40 sail, with the ships of war, had returned previous to 16th December.

The Flora, Tickell, from Exeter to Oporto, returned to Exeter on Friday, after beating off Oporto for five weeks; on 20th was ordered by a frigate not to go in, as the French troops were in Portugal.

The Ravanche Frenchletter of Marque, bound to Guadaloupe, was captured and carried into Antigua 6th December, by the Bellette SW; she sailed from Bordeaux 28th October, in company with three others, one bound to the Isles of France, another for Cayenne, and the third for Martiniqne.

The Dragon, Ayres, from Hayti to Liverpool, is put into Montego Bay, Jamaica, having sprung her foremast.

The sloop Eliza, from Curacoa to St. Thomas's, has been taken by the Grand Decide French privateer, given up, and returned to Curacoa.

The Pear Tree, Martin, from Gibraltar to London, which was taken in October last by a French privateer, and carried into Tangier bay, has been liberated, and arrived at Gibraltar.

Damage at Portsmouth and vicinity, during the violent gale on Sunday and Monday: The Oak, Hull (transport); the Hit or Miss ditto, Swan; the John, ditto, Wood; the John ditto, Carleton, and Melburn ditto, Jackson, were driven on shore on South Sea Beach.

The Jeanie, Craig, from Seville to London; the Eclipse transport, Richardson; the Melantho ditto, Perry; the Enterprize ditto, Johnson; the Union ditto, Le Gros; the Hibernia ditto, Murdock; the Hoshung,——, from Falmouth; a transport marked R N; were driven on shore in Stokes bay. The Jeanie is full of water.

The Perseverance, Brand, from London to Oporto and a galliot laden with salt, were driven on shore in Stokes Bay, and bilged.

The Union, Delling, from Lystrick to

London; and the Saturnus, Osburg, from Gothenburg to Cadiz, were driven on shore near Portsmouth, the latter bilged, the former got off.

HMS Dannemarck, broke moorings and drove on shore near the Dock Yard.—The brig Union, (a transport marked UL) put into the Harbour with loss of masts, bowsprit, anchors and cables. A transport No. 265 lost her bowsprit.

The Aid, Cammell, from London to Gibraltar: the Richard and John, Buns, from Hull to St. Ubes; the Duncombe, Collinder, from London to Oporto; the Argo, Frost; the Hope, Mull, lost anchors and cables.

The Dutchess of Northumberland, Hillery, lost her foremast, bowsprit, &c. The Nimrod, Fabsley, lost her rudder, &c.

The Jane, Lunley, lost part of her rigging. The Howe, Middlemas, bows stove in, having been on shore and nearly full of water.

The Triton, Norman, from Bristol; the Resolution, Blakeley, lost her foremast, bowsprit, &c. The John transport, Jewson, lost her main and foremasts and bowsprit.

The Success, Heseltine, from Hull to Gibraltar, lost her foremast, bowsprit &c. The Redlesheton, Gerdiles, from Stockholm to St. Ubes, lost her bowsprit and foretopmast.

The Ploughman, Annand, bound to Mogadore, lost two anchors and cables. The Fortune transport No. 337, put into Portsmouth Harbour with loss of rudder.

The Henry, Hepburn, from London to Bermuda, lost her foremast and bowsprit at Torbay, during a heavy gale at SSE on Monday night. She is going to Dartmouth to repair. The Royal George MW parted from her cables and drove to sea.

BANKRUPTS.

BANKRUPTCIES.

(The Solicitors' Names are between Parentheses.)

ANDERSON John, Stockport, Chester, draper. (Battye, Chancery lane, and Battye, Huddersfield.

Barlow William, Stockport, Chester, timber-merchant. (Lingnard, Heaten Norris and Edge, Inner Temple, London.

Barton James, Shuttleworth, Liverpool, merchant. (Row, Liverpool, Cowper and Lowe, Southampton Buildings, Chancery lane.

Birchall John, Liverpool, butcher. (Woods, Liverpool, and Muckstock, St. Mildred's court, Poultry.

Blackburn William, Leeds, woolstapler. (Speight, Leeds and Battye, Chancery lane.

Blannin Nicholas, Westbury-upon-Trim, Gloucestershire. (Field and Shearsgold, Clifford's Inn.

Buddon Henry, Little Chapel street, Westminster. (Latkow, Doctor's Commons.

Chambers William, Lincoln, currier. (Elgie, Lincoln, and Leigh and Mason, New Bridge street, London.

Crawford Jonathan, Charles square, Hoxton, money-scrivener. (Bassett, Bennett street, Blackfriar's road.

Dawson James, Tottington, Lancaster. (Wigglesworth, Gray's Inn, and Parker, Bury.

Dewhurst Peter, Preston, Lancaster, slater. (Webster, Lancaster and Bleasdale, Alexander and Holme, New Inn, London.

Douglas James, Loughborough, Leicester, merchant. (Bleasdale, Alexander and Holme, New Inn, London, and Bond, Leicester.

Dutton William, Liverpool, grocer. (Woods, Liverpool, and Blackstock, St. Mildred's Court, Poultry.

Edwards William, Bristol, cordwainer. (James, Gray's Inn square, and Mellin, Bristol.

Fraser Thomas, Well street, Mary-lebonne, coach-spring-manufacturer. (Pinero, Charles street, Cavendish square.

French Martin, George street, Portman square, wine-merchant. (Hackett, Chancery lane.

Frost Thomas, Leadenhall street, stationer. (Evitt and Rixon, Haydon square, Minories.

Gash John, Parker's row, Bermondsey, victualler. (Smith, Great St. Helens.

German William, Bristol, tiler. (James, Gray's Inn square, London, and Cooke, Bristol.

Glazier Edward, Lea Bridge, Middlesex, publican. (Tebbutt and Shuttleworth, Gray's Inn square.

Green James, Hackney, builder. (Chapman, St. Mildred's court, Poultry.

Harrison James, Parke street, Bees, Cumberland, cotton-manufacturer.—(Haworth and Son, Bolton, Milne and Parry, Temple.

Harvey Richard, Woolwich, baker. (Allan, Frederic's place, Old Jewry.

Haydon, Langdon, Edgware road, merchant. (Hall, Coleman street.

Hayes William, Kilburn, Middlesex, brick-maker. (Humphries, Clement's Inn.

Hayes John, Oxford, grocer. (Young, West Smithfield.

Heaven William, Nailsworth, Gloucester, clothier. (Pullen, Fore street, Cripplegate.

Howard Jerrard John, Lower Eaton street, Pimlico, surgeon. (Rich, Ratcliffe Cross.

Hunt Joseph, Liverpool, haberdasher. (Blackstock, St. Mildred's court, Poultry, and Morrow, Liverpool.

Jeffery Henry, Melcomb Regis, Dorset,

linen-draper. (Syddall, Aldersgate street, London.

Jones George, Liverpool, bookseller. (Blackstock, St. Mildred's court, Poultry, and Munou, Liverpool.

Kinder Samuel, Hemfield, Derby, clothier. (Jackson and Judd, Stamford.

Laing George, London, merchant. (Caton and Brumell, Aldersgate street.

Lockwood George, Huddersfield, York, woollen-draper. Taylor, Manchester.

Mansall James, George Burkinshaw, and John Fielding, Sheffield, saw-manufacturers. (Rimington and Wake, Sheffield, and Wilson, Greville street, Hatton Garden.

Marriot James, Burnley, Lancaster, cotton-spinner. (Hurd, Temple, and Shaw, Burnley.

Marshall Thomas, Scarborough, vintner. (Bousfield, Bouverie street, London, and Woodall, Scarborough.

Mills John, and Joseph Rich, merchants, late of Lewes, Sussex. (Pember, Great Charlotte street, Blackfriar's road.

Pearson Thomson, South Shields, Durham, shipwright. (Bainbridge, Chapter row, South Shields, and Bell and Brodrick, Bow lane, Cheapside.

Pickwood George, Cloak lane, wine-merchant. (Godmond, New Bridge street, Blackfriars.

Poore John, Mill lane, Tooley street, lighterman. (Lee, Three Crown court, Southwark.

Raistrick Samuel, Idle, York, clothier. (Evans, Hatton Garden, and Crosley, Bradford.

Rogers Samuel, Chepstow, Monmouth, stationer. (Swain, Stevens and Maples, Old Jewry, London; and Whateley, Birmingham.

Sampson Lamuel, and Charles Chipchase, Bread street, silk mercer. (Carpenter and Baily, Basinghall street.

Sampson William, Liverpool, flour dealer. (Forrest, Liverpool, and Sheppard and Adlington, Bedford row, London.

Sellars Barret, Little Hulton, Lancaster, innkeeper. (Hurd, Temple, and Law, Manchester.

Smith John, Nottingham, mercer. (Bigsby and Wells, Nottingham, and Baxters and Martin, Furnival's inn, London.

Smith, Justinian and Charles, Bath, plane manufacturers. (Sheppard and Adlington, Bedford row, and Sheppard, Bath.

Stone Thomas, Wilton, Hereford, corn factor. (James, Gray's inn, London, and Martin, Bristol.

Tanner Thomas, Barnstaple, Devon, money scrivener. (Law, Barnstaple, and Bremridge, Common Pleas Office, Temple.

Tomlinson William, Toxteth Park, near Liverpool, merchant. Forrest, Liverpool, and Sheppard and Adlington, Bedford row.

Wells William, Linney place, Queen street, Bloomsbury. (Edwards & Lyon, Great Russell street.

Wilkes William, Birmingham, maltster. (Lowe, Birmingham, and Chilton, Exchequer office, Lincoln's inn.

Willson Richard Hodson, Wakefield, factor. (Lawton, Leicester, and Taylor, Southampton buildings, Chancery lane.

Woolf John, Liverpool, merchant. (Blackstock, St. Mildred's court, Poultry, and Pritt, Liverpool.

DIVIDENDS ANNOUNCED.

Adams Thomas, Lancaster, merchant, Feb. 7.

Allen William, King's road, Holborn, coach maker, Jan. 17.

Anstie John, Devizes, Wilts, clothier, Jan. 16.

Banks Richard, Eltham, Kent, victualler, Feb. 7.

Barsiett Charles, Cannon street road, Middlesex, stone mason, Feb. 21.

Beckwith Thomas, Commercial road, coach maker, Jan. 21.

Beetson Henry Ground, Gray's inn square, money scrivener, Jan. 21.

Betts Benjamin, and Ann Smith, Basinghall street, factors, Feb. 14.

Blany Thomas, Bouverie street, Whitefriars, merchant, Feb. 16.

Bloom Daniel, Norwich, merchant, Feb. 4.

Bridges John the younger, Mortlake, Surry, tallow chandler, Feb. 4.

Broadhurst Joseph, Charing Cross, jeweller, Jan. 28.

Bulgin William, Bristol, printer, March, 17.

Bunn Benjamin, London wall, pawnbroker, Feb. 4.

Burgess George Warner, Bristol, linen draper, Jan. 31.

Chambers Henry, Warwick, innkeeper, Jan. 16.

Clark Thomas, Chatham, corn dealer, Jan. 24.

Clemence Mark, Craven street, Strand, tailor, Feb. 7.

Clough Thomas, Bramley, York, clothier, Jan. 21.

Coats Edward, Thomas Massey, and Joseph Hall, Horninglow, Stafford, brewers, Feb. 4.

Cohen Meyer, Devonshire street, Queen square, exchange broker, Jan. 24.

Core Robert, Bristol, hat manufacturer, Jan. 18.

Cowperthwaite William and James Waring, Manchester, manufacturers, Jan. 30.

Cowperthwaite William, Old Fish street, grocer, Jan. 7, Feb. 18.

Curteis John, and John Stephens, Penryn, Cornwall, shopkeepers, Feb. 2.

Davies Charles, St. John street, carpenter, Feb. 25.

Davis William, Cane place, Kentish town, carpenter, Jan. 21.

Dawson William, Nixon, Tabernacle square, Finsbury, draper, March 4.

Drake Robert, and Ebenezer Goddard, Newgate street, wine and brandy merchants, Jan. 28.

Duffield George, York buildings, Bermondsey, wool carder, Jan. 17.

Dutton John, Levenshulme, Manchester, calico manufacturer, Jan. 25.

Endall John, Over Norton, Oxford, carrier, Jan. 16.

Farbridge Robert, Paragon place, Kent road, timber merchant, Feb 1.

Filcode Thomas, Macclesfield, Chester, grocer, Feb. 16.

Ford James Edward, Coleman street buildings, London, factor, Jan. 24.

Francis Thomas, Goodman Francis, and Thomas Francis the younger, Cambridge, merchants, Jan. 28.

Glover Charles, Albemarle street, upholsterer, Feb. 14.

Grange Rochford, York place, Portman square, miller, Feb. 4.

Hartley John, Kendal, Westmoreland, shoe maker, Feb. 10.

Harvey Henry Hill, Tokenhouse yard and Terrace court, Islington, broker, Feb. 14.

Hope William, Manchester, grocer, Feb. 25.

Hope William, Brampton, Cumberland, manufacturer, Feb. 3.

Horner John, Durham, turner, Jan. 30.

Howell Edward, Liverpool, cotton merchant, Jan. 21.

Hurry Nicholas, and Christopher Hird Jones, Liverpool, Jan. 30.

Ives Chapman, Coltishall, Norfolk, brewer, Feb. 18.

Joel Moses, High street, Shoreditch, dealer in glass and earthenware, Jan. 24.

Jones Benjamin, Rotherithe, wall, tobacconist, Jan. 28.

Jullion James, Blackman street, Southwark, linen draper, Feb. 18.

Kidd David, Berwick-upon-Tweed, linen draper, Feb. 2.

Kiernan Thomas, Gray's inn square, money scrivener, Feb. 4.

King Samuel, Halesworth, Suffolk, merchant, Jan. 19.

King Joseph, and William Edward King, Covent garden, silk mercers, Jan. 2.

King Joseph, Covent garden, silk mercer, Jan. 21.

Lawson Thomas, Lancaster, grocer, Feb. 8.

Leach Thomas, Graces alley, Well close square, haberdasher, Jan. 7.

Le Norman Peter, and Mary Henry Dorsant, soap manufacturers, Jan. 31.

Leykauff William, Lisle street, Leicester square, engraver, Feb. 25.

Longmire Margaret, Penrith, Cumberland, milliner, Jan. 30.

Lux Richard, Long acre, ironmonger, Feb. 25.

Lockwood John, Beeston, York, dealer and chapman, Feb. 16.

Lucas William, Cheapside, warehouseman, March 20.

Malachin James, Upper Thames st. cheesemonger, Jan. 30.

Markham John the younger, Napton-upon-the-Hill, Warwick, shopkeeper, Jan. 21.

Matthews William, Maidenhead, Berks, carpenter, Jan. 31.

Middleton Thomas, Liverpool, cotton manufacturer, March 9.

Midgley Joseph, Leeds, York, grocer, Feb. 4.

Mills James, Wood-within-Saddleworth, York, dyer, Jan. 30.

Morgan Edward, Noble street, London, Feb. 28.

Mure Hutchinson, Robert Mure, and William Mure, Fenchurch street, merchants, March 25.

Myers David Thompson, Stamford, Lincoln, draper, Jan. 19.

Napper Peter, Bristol, haberdasher, Jan. 25.

Newcomb George, Bath, jeweller, Jan. 24.

Owen John, Earith, Huntingdon, victualler, Jan. 18.

Pate John, Bury, Suffolk, money scrivener, Feb. 14.

Parkinson Jeremiah, St. Saviour's Church yard, Southwark, hop factor, Feb. 7.

Percy John, Liverpool, block maker, Feb. 15.

Perkins Christopher, Swansea, Glamorgan, shopkeeper, Jan. 29.

Popplewell John, Hull, auctioneer, Feb. 3.

Preston James, Barton-upon-Humber, Lincoln, tanner, Feb. 8.

Reppen Joseph, and John Reppen, Clapham, dealer in coals, Feb. 4.

Rowe John, Castle street, Falcon sqr. merchant, Jan. 17.

Sayer Joseph, Upper, North street, Gray's inn lane, Jan. 17.

Schorey Henry, Holdsworth, Halifax, merchant, Feb. 1.

Seagoe John, Duke street, St. James's, tailor, Feb. 16.

Shague Gilbert, Topsham, Devon, rope maker, Feb. 4.

Sharp Robert, Upton place, Stratford, Essex, builder, Feb. 7.

Sharpe Josiah, Market Deeping, Lincoln, linen draper, March, 4.

Sintzenich Peter, Spring place, Kentish town, and New Bond street, printseller, Feb. 4.

Smith Charles, Bath, corn factor, Dec. 31.

Smith Joshua, Manchester, cotton manufacturer, Jan. 31.

Stacey John, Richard Dearman, and Robert Dearman, Bread street, Cheapside, warehousemen, Feb. 14.

Topham Thomas, Manchester, merchant, Jan. 23.

Wardell John, Lynn, Norfolk, grocer, Jan. 21.

Weston James, Pall Mall, vintner, Feb. 4.

White John, Craven buildings, City road, merchant, March 7.

Whitehead Joseph, Manchester, cordwainer, Jan. 25.

Wilson James, and John Sallows, Oxford street, leather sellers, Feb. 7.

Withers Thomas, and Henry Browne Withers, Greenhill's rents, Smithfield bars, oil refiners, Jan. 21.

Wright Benjamin, Birmingham, factor, Jan. 20.

Wright William, Ashby-de-la-Zouch, Leicester, Jan. 31.

Return of Imports and Exports in the PORT of LONDON, from 21st January to 20th February, 1809.
[From the Custom House Books.]

IMPORTS.

Barilla, tons	67	Sugar, hhds.	2011
Coffee, bags	3496	——, casks	1754
——, casks	1484	Raisins, baskets & casks	10,138
——, cwts.	2000	India Rubber, lbs.	2100
Cochineal, lbs.	3320	Linseed, barrels	640
Copper, cwts.	1007	Tallow, cwts.	150
Cotton, lbs.	154,570	Tobacco, lbs.	15,000
——, in bags	1106	Wines, pipes	1655
Cocoa, cwts.	4490	——, hhds.	1195
Cotton Yarn, lbs.	5000	Wool, cwts.	510
Currants, casks	356	Lamb's Wool, cwts.	20
Figs, chests	2299		
Hides	13,086	*From Ireland.*	
Hemp, cwts.	150	Paper, tons	70
Indigo, casks	200	Rags,	7
Rags, tons	65	Bacon,	469
Raw Silk, lbs.	7760	Butter,	1847
Rice, cwts.	1938	Beef,	1061
Rum, puncheons	1033	Pork,	671
Olive Oil, tons	97	Lard,	27
—— Sperm, tons	120		

EXPORTS.

Beer, tons	1047	Serge, Flannel, & Baize, ps.	3090
Brandy, galls.	40,922	——, yds.	26,600
Candles, doz. lbs.	4709	Hats, Felt and Castor, doz.	5,547
Coffee, cwts.	6526	——, Beaver, dozs.	1607
Cochineal, lbs.	6400	——, Silk, dozs.	430
Cocoa, lbs.	1128	——, Straw & Willow, dozs.	555
Copper, tons	184	Stuffs, lbs.	272,600
Brass, tons	71	Sugar, cwts.	5727
Iron, wrought & cast, tons	1348	Sail Cloth, ells.	95,443
Lead, cwts.	864	Indigo, lbs.	41,773
——, Shot, cwts.	596	Rum, galls.	28,657
Pipes, groses	1000	Gin, galls.	11,726
Printed Linens, &c. yds.	2,503,390	Wine, galls.	49,780
—— Cottons, &c. yds.	3,111,000	Olive Oil, galls.	950
Iris Lin ens,	340,736	Pickled Herrings, barrels.	4400
Tin, tons	230	Salt, bushels	707

The average Prices of Navigable Canal, Dock Stock, Fire Office Shares, &c. in Jan. 1809, at the Office of Mr. SCOTT, 28, New Bridge-Street, Blackfriars, London.

The Erwash Canal, at 603l. 15s. per Share, dividing 37l. 10s. nett per annum.
The Melton Mowbray, 131l. dividing 7l. 10s. nett.
The Leicester, 166l. dividing 10l. nett.
The Grantham, 64l. dividing 4l. nett.
The Leeds and Liverpool, 182l. dividing 8l. nett.
The Monmouthshire, 106l. to 107l. 10s. dividing 5l. nett.
Grand Junction, 132l. to 133l. dividing 4l.
Wilts and Berks, 23l.
Kennet and Avon, 23l. to 24l. 10s.
Ashby-de-la-Zouch, 24l.
Lancaster, 17l. with a dividend of 1l. per Share.
West India Dock Stock, 169l. to 170l. per cent.
London Dock, 118l. to 119l. 10s.
East India Dock, 125l. 10s.
Rock Assurance, 5s. per Share premium.
East London Water Works, 46l. to 47l. premium.
Covent Garden New Theatre Subscription, 31l. 10s. per Share premium.

PRICES OF EUROPEAN PRODUCE.

	At LEITH, 14th Feb.			At HULL, 15th Feb.		
ASHES.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	
Weed, per barrel	None.			None.		
Carthagena, per cwt.	None.			None.		
Dantzic Pearl,	None.			None.		
Russia Pearl,	None.			None.		
BRIMSTONE.						
Foreign rough, per ton,	23 0 0	a 25 0 0		24 0 0	a 0 0 0	
FLAX.						
Druana, per ton,	145 0 0	a 150 0 0		150 0 0	a 0 0 0	
Thusenhausen,	145 0 0	a 150 0 0		145 0 0	a 150 0 0	
Petersburgh 12 head,	140 0 0	a 145 0 0		140 0 0	a 144 0 0	
——— 9 do.	None.			None.		
HEMP.						
Riga Rhine, per ton	128 0 0	a 138 0 0		127 0 0	a 0 0 0	
Petersburgh clean,	125 0 0	a 130 0 0		136 0 0	a 0 0 0	
IRON.						
British Bars, per ton	16 0 0	a 17 0 0		22 0 0	a 23 0 0	
——— Pigs,	0 0 0	a 0 0 0		8 0 0	a 10 0 0	
Swedish, per ton	24 0 0	a 26 0 0		24 0 0	a 25 0 0	
LEAD,	38 0 0	a 40 0 0		37 0 0	a 38 0 0	
MADDER.						
Dutch Crop, per cwt.	None.			4 4 0	a 6 0 0	
——— Ombro,	None.			3 10 0	a 4 10 0	
Roots Smyrna,	None.			None.		
French do.	None.			None.		
OIL.						
Whale, Greenland, per ton	35 0 0	a 38 0 0		36 0 0	a 0 0 0	

	At LEITH, 14th Feb.			At HULL, 15th Feb.		
PITCH	£. s. d.	£. s. d.		£. s. d.	£. s. d.	
Archangel, per cwt.	1 0 0	a 1 1 0		None.		
Swedish,	0 18 0	a 1 0 0		None.		
British,	1 2 0	a 0 0 0		1 6 0	a 0 0 0	
SPIRITS.						
Brandy, best, per gal.	1 4 6	a 1 5 0		1 5	a 0 0 0	
——— inferior,	1 2 6	a 1 3 0		None.		
Geneva Hollands,	1 3 0	a 1 4 0		1 1 0	a 1 3 0	
British Spirits,	0 11 0	a 0 13 6		None.		
SHUMAC.						
Malaga, per cwt.	None.			None.		
Sicily,	None.			None.		
TALLOW.						
Russia Soap, per cwt.	None.			5 4 0	a 0 0 0	
Candle, white,	None.			None.		
——— yellow,	5 10 0	a 0 0 0		5 8 0	a 5 10 0	
TAR.						
Archangel, per bar.	2 15 0	a 3 0 0		2 18 0	a 0 0 0	
TIMBER.						
Petersburgh redwood, p. h.	None.			None.		
——— whitewood,	None.			None.		
Dantzic Fir, per load	None.			None.		
Memel, Fir, per do.	None.			13 10 0	a 14 0 0	
WINE.						
Lisbon, per pipe	90 0 0	a 95 0 0		100 0 0	a 0 0 0	
Port,	100 0 0	a 105 0 0		97 0 0	a 105 0 0	
Madeira,	108 0 0	a 120 0 0		100 0 0	a 120 0 0	
Claret, per hhd.	75 0 0	a 95 0 0		None.		
Sherry, per butt	85 0 0	a 110 0 0		92 0 0	a 110 0 0	

RATES OF INSURANCE AT GLASGOW, *February* 14th, 1809.

	Guinea per cent	Return for convoy.
Clyde to Jamaica	5	2
Clyde to Leeward Islands	5	2½
Jamaica to Clyde	8	4
Leeward Islands to Clyde	6	3 a 1
Newfoundland to West Indies	6 a 8	
West Indies to Newfoundland	6 a 8	
America to West Indies	6 a 8	
Newfoundland to Boston	0	
Do. to New York	0	
Do. to Southern States	0	
Clyde to United States, American	5 a 6	
United States to Clyde, British	5	
Do. to do. American	5	

	Guinea per cent	Return for Convoy.
Mediterranean to Britain	8	2 & 2
Britain to Mediterranean	8	2 & 2
Britain to Gibraltar	5	2
Gibraltar to Britain	5	2
Clyde to Spain or Portugal	5	2
Clyde to Halifax (North Channel)		
Clyde to Honduras	10	5 a 4
Honduras to Britain or Ireland	8 a 10	3,4 a 2
Clyde to Newfoundland	3	
Do. to Canada	5	
Newfoundland to Clyde	4	
Clyde to Nassau	4 a 5	
Liverpool to Nassau	4 a 5	

	Guinea per cent	Return for convoy.
Nassau to Liverpool or Clyde	4 a 5	
Nassau to New Orleans		
New Orleans to Britain, by American		
Gottenburgh to Amsterdam, (all risks)		
Clyde to Honduras (running ship)		
Leith to Gottenburg	0	
Halifax to Clyde	5	
Nova Scotia to do.	5	
Canada to do.	6	
Newfoundland to Spain or Portugal	5	
Clyde to West Indies (running ships)	5 a 6	2, con. & dis. charg. outsts
Leith to Heligoland		

PRICES CURRENT OF WEST INDIAN AND AMERICAN PRODUCE.

Glasgow, 15th Feb. 1809.

PRODUCE, AT CLYDE.

	£.	s.	d.		£.	s.	d.
ASHES.							
American Pearl, per cwt.	4	4	0	a	4	4	0
—— Pot	4	6	0	a	4	8	0
BARK, Quercitron, per cwt.	1	2	0	a	1	15	0
COCHINEAL, Spanish, p. lb.	None.						
COCOA.							
Grenada, per cwt.	Nom.						
COFFEE.							
Ordinary, per cwt.	5	0	0	a	5	5	0
Middling,.....	5	10	0	a	6	0	0
Good, ...	6	5	0	a	6	10	0
Fine, ...	6	15	0	a	7	0	0
COTTON WOOL.							
Fine Sea Island, per lb.	0	5	0	a	0	5	3
Good Middling do.	0	3	9	a	0	4	0
Stained and Ordinary, ...	None.						
New Orleans, ...	0	2	10	a	0	0	0
Bowed, old	None.						
——new.....	None.						
Pernambucco, ...	0	3	4	a	0	0	0
Maranham, ...	0	3	2	a	0	0	0
Demerara and Berbice,.....	0	3	0	a	0	3	2
Surinam, ...	0	3	4	a	0	0	0
Cumana, ...	0	2	8	a	0	2	10
Carriacon and Grenada, ...	0	2	8	a	0	2	9
West India, ...	0	2	7	a	0	2	9
DYERS WOOD.							
BRAZILETTO, per ton	None.						
LOGWOOD, Camp.	None.						
——— Honduras, ...	18	0	0	a	0	0	0
——— Jamaica, ...	15	0	0	a	16	0	0
FUSTIC, Jamaica, ...	20	0	0	a	21	0	0
——— Spanish, ...	23	0	0	a	25	0	0
NICARAGUA, large, ...	None.						
HIDES.							
West India, per lb.	0	0	5½	a	0	0	6
Buenos Ayres, ...	0	0	6	a	0	0	6½
INDIGO, Spanish, per lb. ..	0	7	0	a	0	11	0
LIME JUICE, per gal.	0	4	0	a	0	4	6
MOLLASSES, per cwt.	2	7	0	a	2	8	0
OIL, Cod, per ton, ...	33	0	0	a	0	0	0
PITCH, American, per cwt.	None.						
PEPPER, Jamaica, per lb. ..	None.						
RICE, Carolina, per cwt.	None.						
RUM, Jamaica, per gal.	Nominal.						
—— Leeward Island, ...	0	4	0	a	0	0	0
STAVES.							
American barrel, p. 1200, ..	None.						
——— hhd. red oak, ...	None.						
——— do. white do.	None.						
——— pipe, ...	None.						
Quebec pipe, standard, ...	None.						
——hhd. do.	None.						
SUGAR.							
Brown, per cwt.	3	14	0	a	3	18	0
Middling,.....	3	19	0	a	4	1	0
Good, ...	4	1	6	a	4	5	0
Fine, ...	4	6	0	a	4	9	6
Very fine, ...	4	10	0	a	4	12	0
TAR, American, per barrel.	2	15	0	a	2	16	0
TURPENTINE, per cwt.	None.						
TOBACCO.							
Virginia fine, per lb.	0	2	6	a	0	0	0
——— Middling, ...	0	2	0	a	0	2	3
——— ordinary, ...	0	0	0	a	0	0	0
——— strip leaf, ...	0	0	0	a	0	0	0
WOOD.							
Mahogany, Jamaica, per ft.	0	1	4	a	0	2	2
——— Honduras, ...	0	1	3	a	0	2	2
——— Hispaniola, ...	0	1	4	a	0	2	6

PRICES OF GRAIN IN THE GLASGOW MARKET.

Tuesday, February 14th, 1809.

WHEAT.	s.	s.	
Dantzic, - - -	—	a —	per boll of Linlithgowshire measure.
Foreign Red, -	48	a 50	
Scotch, (new) -	46	a 50	
Do. (old) - - -	—	a —	
English, - - -	—	a —	
American, - -	52	a 55	per do. of 240 lb.
Irish, - - - -	—	a —	
OATS.			
Irish Mealing, -	31	a 32	per do. of 264 lb.
Do. Inferior, -	27	a 28	per do. Renfrewshire measure.
Scotch Potatoe, -	29	a 30	
Do. Small, - -	25	a 27	
English Potatoe,	—	a —	per do. Stirlingshire measure.
Do. Small, - -	—	a —	
BARLEY.			
English, - - -	39	a 42	per do. Stirlingshire measure.
Scotch, - - -	31	a 33	
Irish, - - - -	—	a —	per do. Renfrewshire measure.
BEANS.			
English, - - -	38	a 40	per do. Stirlingshire measure.
Scotch, - - -	35	a 36	
GREY PEAS.			
English, - - -	—	a —	do. do. do.
Scotch, - - -	34	a 35	
OATMEAL.			
Scotch, - - -	27	a 29	per do. of 140 lb.
Irish, - - - -	25	a 26	per do.
Fine Flour, -	82	a 86	per sack of 280lbs

190 Bolls Wheat Linlithgowshire measure, ll 100 quarters English. The Stirlingshire boll Oats, is nearly 6½ and Renfrewshire do. 6, Winchester bushels. All the grain that comes up the Clyde, which is not sold by weight, is sold by the Renfrewshire; that brought by the Forth and Clyde Canal, by the Stirlingshire; and Wheat by the Linlithgowshire boll. The pound is English.

Prices of IRISH Produce and Manufactures in the GLASGOW MARKET, Feb. 14.

Beef, (mess) 145*s.* 0*d.* to 150*s.* 0*d.* per tierce.		
Pork, - - 95*s.* — to 105*s.* — per barrel.		
Butter, Dublin,	110*s.* to 120*s.*	per cwt.
—— Belfast,		
—— Limerick,	110*s.* to 120*s.*	per cwt.
—— Sligo.		
Cow Hides, - -	32*s.* to 36*s.* 0*d.*	per cwt.
Ox do. - - - -	40*s.* to 44*s.* 0*d.*	
Calf Skins, - - -	50*s.* to 63*s.* 0*d.*	
Linen Yarn, Derry,	4*s.* 10*d.* to 5*s.* 6*d.*	per spindle
—— Sligo,	4*s.* 9*d.* to 5*s.* 3*d.*	
—— Ballyshan.	4*s.* 6*d.* to 5*s.* 0*d.*	
—— Cavan,	5*s.* 0*d.* to 5*s.* 2*d.*	
—— Longford	5*s.* 2*d.* to 5*s.* 4*d.*	
—— Roscom.	4*s.* 10*d.* to 5*s.* 2*d.*	
—— Head Yarn,	2*s.* 2*d.* to 2*s.* 6*d.* per lb.	

COUNTRY MARKETS,

Corn per Quarter.

	Wheat.		Barley.		Oats.		Beans.		Pease.	
	s.	s.	s.	s.	s.	s.	s.	s.	s.	s.
Lewes	36 a	93	18 a	52	28 a	36	a		a	
Newcastle	60	94	40	44	28	39	60	61	58	60
Canterbury	70	96	40	48	40	44	72	74	56	58
Chesterfield	86	110	48	58	27	43	——		54	65
Ashborne	99	108	52	58	32	42	74	78	——	
Lynn	84	94	42	43	26	38	56	57	60	62
Gainsbro'	89	108	42	46	28	38	68	75	——	
Sandwich	80	97	42	50	28	36	60	70	——	
Newbury	68	100	30	50	25	42	60	80	58	60
Devizes	68	99	33	54	37	39	78	80	——	
Louth	90	98	40	50	28	36	60	70	——	
Reading	65	101	35	50	25	42	68	—	52	56
Swansea	92	—	48	—	36		——		——	
Henley	72	107	34	49	26	45	60	78	61	66
Maidenhead	78	104	44	48	36	46	60	80	60	—
Wakefield	90	104	41	47	35	41	50	72	——	
Basingstoke	72	100	40	51	32	39	54	69	——	
Andover	75	99	40	51	34	42	60	72	——	
Warminster	80	96	31	55	36	44	66	82	——	
Salisbury	80	96	36	53	36	45	70	88	——	
Penrith	90	102	48	—	32	—	——		——	

Weight of the Gallon Loaf 8lb. 2 oz.—Half Gallon 4lb. 5¼oz

UXBRIDGE.—Corn Inspector's Return.

	l. s.	l. s.		l. s.	l. s.
Wheat, p. ld.	22 0	to 25 0	Oats, per qr.	1 16	to 2 5
Barley, p. qr.	2 4	2 8	Beans, ditto	2 16	to 3 0
Pease, ditto	2 14	2 17			

COTTON TWIST AND WEFT.

At Blackburn.

Hank Twist.	s.	d.	s.	d.
—— No. 20	3	0	to 3	2
—— 30	3	7	3	9
—— 36	4	2	4	4
Cop Weft	——		——	
—— 18	2	4	2	6
—— 30	3	5	3	7
—— 40	3	8	3	10

At Preston.

Hank Twist.	s.	d.	s.	d.
—— No. 30	3	10	to 4	0
—— 36	4	2	4	8
—— Cop 40	4	6	4	8
—— 50	5	0	5	3
Cop Weft 30	3	4	3	6
—— 40	3	10	4	0
—— 50	4	0	4	4
—— 60	4	5	4	7

SCOTCH LINENS.

Dundee, 10th Feb. 1809.	d.	d.
Sail Cloth, No. 1,	21½	to 22
Hemp Cotton Bag	15	21½
Strehtz	11d to 14 2-12ths	
Lint, Osnaburgh	11½d	to 12d
Tow, ditto	9d 4-12ths to 9d 6-12ths	
—— Strong 22 port	11½d	to 12½d
Do. do. 24	12½d	to 12¾d
Ger. Dowl. 27 inches	18½d	to 19d
Common do. 27	15½d	to 16d
Tow-Sheet. 24 pt	18½d	to 18½d
Do. do. 20.	16½d	to 16¾d

Arbroath, 16th Feb. 1809.	d.		d.
Tow 3-4ths widths	—	—	—
Do 1-4ths Sheets,	17d 6-12ths		
9-8ths ditto	18d 6-12ths		
Lint Osnaburghs	14d		
Lint 3-4th widths	15d 3-12ths	to	15d 8-12ths
4-4ths ditto	20d 6-12ths	to	20d 7-12ths
30 porter 9-6ths do	20d 3-12ths	to	21d 4-12
32 ditto	23d 1-12th		
Shirtings	—	—	—
German Dowlass	19d 1-12th	to	19d 3-12ths

FLAX.			HEMP.		
St. Petersburgh, 12 head	146	to 143	St. Petersburgh, clean	£130	to —
Ditto 9 do.	—	—	Ditto, half clean	—	—
Riga Thusenhausen	152	154	Riga Rhine	132	135
Drujana Cut	—	—	Drujana Pass	—	—
Libau	139	140	Common Pass	—	—
Oberland	—	—	Codillia	—	—

Friday, February 3.

AMSTERDAM	2 *Usance*	33	2
Ditto at sight		32	7
Rotterdam	2 *Usance*	10	5
Hamburgh	2½ *Usance*	31	3
Altona	2½ *Usance*	31	4
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*	——	
Ditto	*Effective*	44	
Cadiz	*In paper*	——	
Ditto	*Effective*	39½	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Ineffective*	52	
Naples		42	
Lisbon		67	
Oporto		66	
Dublin	*Per Cent.*	9	
Cork	*Ditto*	10	

Agio of Bank of Holland, 5½ *per Cent.*

Tuesday, February 7.

AMSTERDAM	2 *Usance*	33	2
Ditto at sight		32	7
Rotterdam		10	5
Hamburgh		31	3
Altona		31	4
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*	——	
Ditto	*Effective*	44	
Cadiz	*In paper*	——	
Ditto	*Effective*	39½	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		67	
Oporto		66	
Dublin		8½	
Cork		10	

Agio of Bank of Holland, 5½ *per Cent.*

Friday, February 10.

AMSTERDAM	2 *Usance*	33	2
Ditto at sight		32	7
Rotterdam		10	5
Hamburgh		31	3
Altona		31	4
Paris, 1 day's date		22	4
Ditto	2 *Usance*	22	8
Bourdeaux		22	8
Madrid	*In paper*	——	
Ditto	*Effective*	44	
Cadiz	*In paper*	——	
Ditto	*Effective*	39½	
Bilboa		41	
Palermo	*Ineff.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		67	
Oporto		66	
Dublin		8½	
Cork		9½	

Agio of Bank of Holland, 5½ *per Cent.*

Tuesday, February 14.

AMSTERDAM	2 *Usance*	33	0
Ditto at sight		32	5
Rotterdam		10	4
Hamburgh		31	3
Altona		31	4
Paris, 1 day's date		20	19
Ditto	2 *Usance*	21	3
Bourdeaux		21	3
Madrid	*In paper*	——	
Ditto	*Effective*	44	
Cadiz	*In paper*	——	
Ditto	*Effective*	39½	
Bilboa		41	
Palermo	*Ineff.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		67	
Oporto		66	
Dublin		8½	
Cork		9½	

Agio of Bank of Holland, 5½ *per Cent.*

Lloyd's Coffee-House, 20th February 1809.

From London to	
Portsmouth, Spithead, Poole, or the Isle of Wight	1½ g.
Weymouth, Exeter, Dartmouth, or Plymouth	1½ g.
Alderney, Guernsey, or Jersey	2 gs.
Bristol, Wales, Chester, Liverpool, Whitehaven, and Places adjacent	½ gs.
Kinsale, Cork, Waterford, Dublin, Newry, or Belfast	2 gs.
Limerick or Galway	3 gs.
Londonderry or Glasgow	3 gs.
Yarmouth or Lynn	1¼ g.
Hull or Gainsborough	1 g.
Newcastle, Whitby, or Sunderland	1 g.
Leith, Perth, Dundee, Montrose, or Aberdeen	¼ g.
Inverness, Shetland, or the Orkney Islands	Do.
Dunkirk, Ostend, Flushing, or Middleburg	1½ g.
Rotterdam, Amsterdam	
Embden, free of capture	
Tonningen Neutrals	
Gottenburgh	3 gs. ret. 1l. 10s.
Stockholm and Places adjacent	
Riga, Revel, Narva, or Petersburgh	
Stockholm	
Calais, Boulogne, Dieppe, or Havre-de-Grace	
L'Orient, Rochelle, Bourdeaux, or Bayonne	
St. Sebastian, or Bilboa	6 gs.
Oporto	6 gs. ret. 3l.
Lisbon	Do.
Rio de Janiero	8 gs. ret. 4l.
Mediterranean, viz.	
Malaga and Places adjacent	10 gs. ret. 5l.
Leghorn or Naples	
Ancona, Venice, Trieste, &c.	
Neutrals	
Salonica, Gallipoli, Smyrna, or Constantinople	20 gs. ret. 10l.
Madeira	5 gs. ret. 2l. 10s.
Jamaica	8 gs. ret. 4l.
Leeward Islands, viz. Grenada, Tobago, Barbadoes, &c.	8 gs. ret. 4l.
Surinam, Demerara, or Berbice	8 gs. ret. 4l.
Musquito Shores, Honduras, and Places adjacent	10 gs.

From London to	
Florida, Georgia, or Bahama Islands, American Ships	
British	8 gs.
The American States, their Ships	6 gs.
Ditto British	10 gs. ret. 5.
Bermuda Islands	8 gs. ret 4l.
Newfoundland and C. of Labradore	8 gs. ret. 4l.
Bay of Fundy, Quebec, or Montreal	8 gs. ret. 4l.
Greenland out and home	
Cape of Good Hope or St. Helena, Company's Ships	4 gs.
Others	10 gs. ret. 5l.
Southern Fishery, out and home	20 gs.
Bengal, Madras, or China, Company's Ships	6l.
Ditto out and home	12l.
Others	10 gs.
Africa and back to the West Indies or America	
Liverpool, Bristol, &c. to	
Cork, Waterford, Dublin, Newry, Belfast, Londonderry, or Glasgow	½ g.
Limerick or Galway	2½ g.
Rotterdam and Amsterdam	
Elsineur	
Bremen, Hamburgh, and Embden	
Baltic, viz.	
Libau, Riga, &c.	
Stockholm, Revil, Narva, and Petersburgh	
Archangel home	8 gs.
Oporto or Lisbon	12 gs. ret. 6l.
Gibraltar	8 gs. ret. 4l.
Madeira	6 gs. ret. 3l.
Jamaica	8 gs. ret. 4l.
Leeward Islands	Do.
Ditto with Convoy	Do.
American States	Do.
Africa, thence to the West Indies or America	
Greenland, out and home	
Dublin, Cork, &c. to	
London	4 gs. ret 2l.
The Baltic	
Lisbon and Oporto	8 gs. ret. 4l.
American States, American Ships	3 gs.
Ditto British	10 gs.
Greenland out and home	
West Indies	8 gs. ret. 4l.
Jamaica	Do.
Limerick to London	3 gs.

From Ostend, Rotterdam, Amsterdam	
Bremen, Hamburgh, &c.	
Newfoundland	4 gs.
Baltic to	
Yarmouth, Lynn, Hull, or Gainsborough	
Newcastle, Whitby, Leith, Montrose, Aberdeen, &c.	
Portsmouth, Exeter, or Plymouth	
Bristol, Liverpool, or Lancaster	
Cork, Waterford, Dublin, &c.	
Jamaica to	
The American States	10 gs.
Quebec or Montreal	12 gs.
Newfoundland or Labradore	12 gs.
Plymouth, Portsmouth, or London	10 gs. ret. 5l.
Cork, Waterford, Dublin, &c.	Do.
Bristol, Chester, Liverpool, &c.	Do.
Leeward Islands to	
Quebec, Montreal, Newfoundland, or Labradore	Do.
American States	12 gs.
Plymouth, Portsmouth, or London	8 gs. ret. 4l.
Cork, Waterford, Dublin, &c.	Do.
Bristol, Chester, Liverpool, &c.	Do.
Newfoundland to	
American States	5 gs.
Jamaica and the Leeward Islands	25 gs.
Lisbon or Oporto	10 gs. ret. 5l.
Plymouth, Dartmouth, or Exeter	8 gs. ret. 4l.
Bristol, Liverpool, &c.	Do.
Dublin, Cork, Waterford, &c.	Do.
Portsmouth	Do.
London	Do.
Yarmouth, Lynn, or Hull	Do.
Newcastle, Whitby, or Sunderland	Do.
Leith, Perth, Montrose, or Aberdeen, North about	8 gs. ret.
Quebec to	
Ireland	12 gs.
Great Britain	Do.
American States to	
Cape of Good Hope and St. Helena	2½ gs.
Canton, Madras, or Bengal	4 gs.
Ditto out and home	8 gs.
Denmark or Sweden to	
The Cape of Good Hope	
Helena	4 gs.
Bengal and China	5 gs.
Ditto out and home	7 gs.

LONDON PRICE CURRENT.

B. signifies Barrel; Bl. Bushel; Ch. Chest; C. 112lb.; D. Dozen; G. Gallon; H. 100, and of Deals 120; J. Jar of Oil of 24 Gallons; and a ½ Chest of Oil 30 Flasks, or 4 Gallons; Lt. Last, or 12 Barrels of Pitch, containing 31½ Gallons each; Q. Quarter, of 8 Bushels; T. Ton, or 20cwt; Tu. Tun of 252 Gallons.— Note, Wine is sold by Gauge, viz. Port per Pipe of 138 Gallons; Bucellas and Lisbon per Pipe of 140 Gallons; Sherry per Butt of 150 Gallons; Madeira per Pipe of 110 Gallons; Mountain per Butt of 126 Gallons; Vidonia per Pipe of 120 Gallons; Rhenish per Aum of 36 Gallons; and Claret per Hogshead of 57 or 58 Gallons; (all Increase and Decrease is adjusted.) All Kinds of Fish Oil is sold per Tun of 252 Gallons; Olive, Linseed, and Rape Oil, per Tun of 236 Gallons.

	FROM £	s.	d.	TO £	s.	d.	per
ALUM English	22	0	0	0	0	0	T.
—— Roach	1	18	0	0	0	0	C.
Almonds Barbary Bitter	4	5	0	0	0	0	—
—— Sweet	5	0	0	0	0	0	—
—— Jordan	11	0	0	0	0	0	—
—— Valentia	6	0	0	0	0	0	—
Anchovies lar. b. of 40lb.	5	10	0	0	0	0	—
—— sm. b. of 12lb.	3	10	0	0	0	0	—
Annatto Flag	0	2	0	0	0	0	lb.
—— Spanish	0	4	0	0	0	0	—
Argol Bolo. & Rhe. white	0	0	0	5	10	0	C.
—— Florence White	5	10	0	0	0	0	—
—— —— Red	5	0	0	0	0	0	—
—— Naples White	3	12	0	3	15	0	—
—— Red	3	10	0	0	0	0	—
Ashes Amer. Pearl, best	4	10	0	4	12	0	—
—— Inferior	3	14	0	4	0	0	—
—— Pot best	4	0	0	0	0	0	—
—— Inferior	3	16	0	0	0	0	—
—— Barilla Teneriffe	3	6	0	0	0	0	—
—— Spanish	3	10	0	0	0	0	—
—— Sicily	3	0	0	0	0	0	—
—— Dantzic Pearl	uncertain			0	0	0	—
—— Russia Pearl	0	0	0	0	0	0	—
BERRIES, Juniper, Ger.	4	10	0	0	0	0	—
—— Italian	4	4	0	0	0	0	—
—— Yellow Turkey	4	0	0	0	0	0	C.
—— French	0	0	0	0	0	0	—
Brandy Best	1	2	0	1	3	6	G.
—— Inferior	0	19	6	1	0	3	—
Brimstone Foreign Ro.	21	10	0	25	0	0	T.
Bristles Hog Russia und.	25	0	0	26	0	0	C.
—— Archangel do.	25	0	0	26	0	0	—
—— Koningsberg do.	0	0	0	25	0	0	—
CAPERS French	13	10	0	16	10	0	—
—— Spanish	7	10	0	10	10	0	—
Cochineal Spa. Garbled	1	3	6	1	10	6	lb.
—— East India	0	4	6	0	5	6	—
Cocoa West India	4	0	0	4	10	0	C.
—Carracca for Export	3	16	0	6	10	0	—

		FROM £	s.	d.	TO £	s.	d.	per
Coffee W. I. very ord.		3	3	0	3	12	0	C.
—— ord.		0	0	0	4	10	0	—
—— mid.		4	10	0	5	16	0	—
—— good		5	0	0	5	16	0	—
—— fine		6	6	0	6	8	0	—
—Mocha or East Ind.		18	0	0	20	0	0	—
— Java		5	0	0	6	0	0	—
Copper, unmanufac.		0	0	0	0	0	0	—
—— manufactured		0	0	0	0	0	0	lb.
—— Japan		0	0	0	0	0	0	C.
Copperas, Green		0	6	9	0	0	0	—
Cotton Wool	Brazil Pernambuc.	0	2	11½	0	3	0	—
	Brazil Bahia	0	2	9	0	2	10	—
	Brazil Maranham	0	2	9	0	2	10	—
	Brazil Para	0	2	7	0	2	8	—
	Dutch Surinam	0	2	10	0	3	1	—
	Dutch Demerara	0	2	8	0	3	0	—
	Dutch Berbice	0	2	8	0	3	0	—
	West Indies. Carriacou	0	2	8	0	2	10½	—
	West Indies. Grenada	0	2	7	0	2	8½	—
	West Indies. Barbadoes	0	2	7	0	2	8½	—
	West Indies. Domingo	0	2	3	0	2	6	—
	West Indies. Martinico	0	2	3	0	2	6	—
	West Indies. Jamaica	0	2	3	0	2	5	—
	West Indies. Bahama	0	2	3	0	2	5	—
No Tret allowed.	E. I. Bourbon		none		0	0	0	—
duty not pd.	E. I. Surat	0	1	5	0	2	0	—
	Amer. Geo Sea Isl.							—
	Amer. Do. bow'd		none			none		—
	Amer. Orleans							—
	Span. Amer. Cumana	0	2	7	0	2	9	—
	Span. Amer. Giron	0	2	6	0	2	7½	—
	Span. Amer. Carthagena	0	2	5	0	2	6	—
	Turkey Smyrna	0	2	1	0	2	2	—
	Turkey Salonica	0	0	0	0	0	0	—
	Turkey Macedonia	0	0	0	0	0	0	—
DYER'S Wood, Bar W.		27	0	0	0	0	0	—
—— Brazil		85	0	0	0	0	0	—
—— Brazilet		10	0	0	12	0	0	—
—— Cam Wood		40	0	0	45	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
Fustic Cuba	19	0	0	20	0	0	—
Jamaica	17	0	0	18	0	0	—
Porto Rico	18	10	0	0	0	0	—
Tobago	18	0	0	19	0	0	—
Zant or young	42	0	0	0	0	0	—
Logwood Camp	18	0	0	20	0	0	—
Hond. chipt	0	0	0	16	10	0	—
unchipt	10	0	0	11	0	0	—
Jamaica chipt	14	0	0	15	0	0	—
unchipt	10	0	0	11	0	0	—
Nicaragia, large	38	0	0	0	0	0	—
midd.	16	0	0	0	0	0	—
small	12	0	0	14	10	0	—
Sanders Red	36	0	0	38	0	0	—
DRUGS.							
ALOES, Barbadoes	25	0	0	28	0	0	C.
Cape	0	0	0	7	10	0	—
Succotorine	16	0	0	18	0	0	—
Hepatic or E. I.	7	10	0	14	0	0	—
Angelica Root	0	0	0	18	0	0	—
Antimony Crude	11	10	0	0	0	0	—
Aqua Fortis	S.	0	7	D.	1	0	lb.
Arsenic Red	0	0	0	4	10	0	C.
White	5	10	0	5	15	0	—
Balsam Capivi	0	3	4	0	0	0	lb.
Peru	0	8	0	0	9	6	—
Tolu	0	4	3	0	4	6	—
Bark, Jesuits, Com.	0	3	9	0	5	0	—
Second	0	6	3	0	7	6	—
Quil or best	0	8	9	0	9	6	—
Red	1	13	0	1	14	0	—
Yellow	0	5	0	0	8	0	—
Borax, refined E. I.	3	10	0	4	4	6	C.
English	0	2	3	0	0	0	lb.
unrefined or Tinc.	5	10	0	5	15	0	C.
Camphire Refined	0	7	2	0	7	6	lb
Unrefined	28	0	0	31	0	0	C.
Cantharides	1	1	0	1	2	0	lb.
Cardemoms (best)	0	7	0	0	10	0	—
Cassia Buds	11	10	0	14	0	0	C.
Fistula W. I.	0	0	0	3	15	0	—
Lignea	6	10	0	16	0	0	—
Castorum, American:	0	18	0	1	4	0	lb.
Russia	0	0	0	0	0	0	—
Castor Oil p. bot. 1½lb.	0	5	6	0	0	0	bo
Coculus Indicus	2	0	0	2	5	0	C.
Colocynth Turkey	0	3	0	0	3	6	lb.
Columbo Root	3	14	0	4	0	0	C.
Cream of Tartar	8	0	0	8	10	0	—
Essence of Bergamot	0	9	0	0	0	0	—
Lavender	0	7	6	0	8	0	lb.
Lemon	0	10	0	0	0	0	—
Origanum	0	6	0	0	7	6	—
Rosemary	0	4	6	0	5	0	—
Gallangal, East India	2	15	0	3	0	0	—
Gentian Root	5	0	0	0	0	0	C.
Ginseng	0	2	0	0	2	6	—
Grains of Guinea	3	15	0	4	0	0	lb.
Gum Ammo. Drop	16	0	0	18	0	0	C.
Lump	4	0	0	0	0	0	—
Animi	4	10	0	10	10	0	—

	FROM £	s.	d.	TO £	s.	d.	per
Gum Arabic E. I.	2	10	0	4	16	0	cwt
Turkey fine	9	0	0	9	11	0	—
Barbary	3	0	0	0	0	0	—
Assafœtida	3	0	0	12	0	0	—
Benjamin	8	15	0	30	0	0	—
Cambogium	20	0	0	26	0	0	—
Copal scraped	0	2	0	0	3	0	—
Galbanum	8	0	0	9	0	0	—
Guaiacum	0	3	6	0	5	0	—
Mastic	0	6	2	0	6	6	—
Myrrh	25	0	0	28	0	0	—
Olibanum	6	0		9	0	0	—
Oppoponax	85	0	0	0	0	0	—
Sandrac	8	0	0	9	0	0	—
Seneca, garbled	5	10	0	5	15	0	—
Tragacanth	21	0	0	24	0	0	—
Jalap	0	3	3	0	3	4	lb.
Ipecacuanha	0	10	6	0	11	0	—
Isinglass, Book	0	0	0	0	0	0	—
Leaf	0	0	0	0	0	0	—
Long Staple	1	2	0	0	0	0	—
Short Staple	1	2	0	0	0	0	—
Manna, Flakey	0	5	9	0	0	0	—
Sicily, in sorts	0	1	10	0	2	0	—
Tolpha	0	2	6	0	3	0	—
Musk, China	1	4	0	1	5	0	—
Nux Vomica	2	0	0	2	10	0	C.
Oil of Vitriol	0	0	4	0	0	0	lb.
Opium, East India	1	16	0	0	0	0	—
Turkey	2	1	0	0	0	0	—
Pink Root	0	1	0	0	1	2	—
Quicksilver	0	4	6	0	0	0	—
Rhubarb, East India	0	2	6	0	5	6	—
Russia	0	18	0	1	2	0	—
Saffron	2	13	0	2	14	0	—
Sago	2	6	0	0	0	0	—
Sal Ammoniac	9	9	0	9	15	0	—
Salop	15	15	0	0	0	0	—
Sarsaparilla	0	1	10	0	3	3	—
Sassafras	3	0	0	0	0	0	—
Scammony, Aleppo	1	15	0	2	0	0	lb.
Smyrna	0	0	0	0	0	0	—
Senna	0	4	0	0	5	6	lb.
Seeds, Anni. Alicant	7	0	0	0	0	0	—
Coriander, English	1	5	0	0	0	0	—
Cummin	3	10	0	3	14	0	C.
Fenugreek	3	10	0	3	16	0	—
Shellack	3	10	0	7	10	0	lb.
Sticklack	4	10	0	7	0	0	C.
Snake Root	0	3	3	0	3	6	lb.
Soap, Castile or Spanish	7	10	0	8	8	0	C.
Spermaceti refined	0	2	4	0	0	0	lb.
Tamarinds West India	5	5	0	0	0	0	lb.
Tapioca Lisbon	0	0	6	0	1	0	—
Turmeric, Bengal	4	0	0	4	4	0	C.
China	4	10	0	5	0	0	lb.
West India	3	10	0	3	15	0	C.
Verdigris Wet	0	0	0	0	0	0	lb.
Dry	0	7	0	0	0	0	—
Crystalized	0	8	0	0	0	0	—
Vitriol Roman	0	0	6	0	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
EBONY Black Rose	28	0	0	35	0	0	T.
—— Green .	12	10	0	13	10	0	—
Eleph. T. 70 to 90lb each	30	0	0	32	0	0	C.
——Twos. .	27	0	0	29	0	0	—
——Threes .	26	0	0	27	0	0	—
——Fours .	24	0	0	25	0	0	—
——Fives & Sixes	20	0	0	22	0	0	—
——Scrivelloes .	14	0	0	20	0	0	—
FEATHERS Dantz. W.	0	3	2	0	3	3	lb.
—— Grey	0	2	6	0	2	7	—
—— Hambro' White	0	2	6	0	2	8	—
—— Grey	0	1	9	0	2	0	—
——Russia White	0	2	6	0	2	9	—
—— Grey	0	1	10	0	2	0	—
—— Down .	0	3	9	0	4	0	—
Flax, Riga . .	140	0	0	0	0	0	T.
——Narva 12 head	none			0	0	0	—
—— 9 head	0	0	0	0	0	0	—
—— 6 head	0	0	0	0	0	0	—
—Petersburgh 12 head	140	0	0	0	0	0	—
—— 9 head	0	0	0	0	0	0	—
—Codilla . .	0	0	0	0	0	0	—
GALLS, Aleppo blue .	6	15	0	7	2	6	C.
——mixt	0	0	0	5	12	6	—
Geneva Holland . .	1	2	6	1	3	0	—
Glue, For. dry thick lea.	3	5	0	3	6	0	—
——thin .	3	0	0	0	0	0	—
HEMP, Riga Rhine H	128	0	0	0	0	0	T.
——Out shot .	uncertain			0	0	0	—
——Pass . .	none			0	0	0	—
—Codilia . .	0	0	0	0	0	0	—
—Petersburg Clean	128	0	0	0	0	0	—
—Out shot . .	none			0	0	0	—
—Half Clean . .	none			0	0	0	—
—Codilla . .	0	0	0	110	0	0	—
—Italian . .	0	0	0	0	0	0	—
Hides Raw West India	0	0	4	0	0	5	bl.
——Buenos Ayres	0	0	6	0	0	6½	—
——Brazil . .	0	0	4½	0	0	5	—
——Horse, British	0	16	0	0	0	0	Hi
INDIGO.							
Spanish: Guatimala Flora	0	10	0	0	11	9	lb.
——Sobres	0	9	0	0	10	6	—
——Cortes	0	6	3	0	8	9	—
Carracca Flora .	0	9	9	0	11	6	—
——Sobres	0	8	9	0	9	9	—
——Cortes	0	6	0	0	8	6	—
Brazil . . .	0	3	0	0	4	6	—
New Orleans purp.	none			0	0	0	—
——copper & purp	none			0	0	0	—
East India: Blue . .	0	10	6	0	10	0	—
Purple . .	0	9	0	0	10	3	—
Copper and violet	0	6	3	0	9	0	—
Copper . .	0	3	9	0	8	6	—
Bourbon . .	none			0	0	0	—
IRON British in bars	18	0	0	0	0	0	T.
—— in pigs	9	10	0	0	0	0	—
——Old Sable .	27	10	0	0	0	0	—
——New Sable	22	0	0	23	0	0	—
——Gurioffs .	24	10	0	26	0	0	—
——Archangel	0	0	0	0	0	0	—
——Swedish .	30	0	0	31	0	0	—

	FROM £	s	d.	TO £	s.	d.	per
LEMONS repa. .	5	0	0	0	0	0	Ch.
Licorice Italian	11	0	0	0	0	0	T.
—— Spanish	10	0	0	10	15	0	—
Lead, Pigs .	43	0	0	0	0	0	—
——Mill'd or Sheet	46	0	0	0	0	0	—
——Ears .	45	0	0	0	0	0	—
——Shot No. 1 to 5	45	10	0	0	0	0	—
—— 6 to 12	46	0	0	0	0	0	—
——Litharge .	48	0	0	0	0	0	—
——Red .	44	0	0	0	0	0	—
——White .	56	0	0	0	0	0	—
——Ore .	37	0	0	0	0	0	—
MADDER, Dutch Cro.	7	10	0	0	0	0	—
——Ombro	4	13	0	7	0	0	—
——Gamene	4	10	0	0	0	0	—
——Mulls	0	15	0	0	30	0	—
——Roots .	0	95	0	0	0	0	—
Mats, Archangel .	13	0	0	0	0	0	H.
OIL Lucca or Sallad	30	0	0	35	0	0	Jr
——½ chest	4	4	0	4	10	0	T.
——Olive Barbary	90	0	0	95	0	0	—
——Gallipoli .	75	0	0	0	0	0	C.
——Genoa .	0	0	0	0	0	0	—
——Palm .	3	18	0	0	0	0	T.
——Turpentine, Eng.	35	0	0	0	0	0	—
——Foreign .	29	0	0	0	0	0	—
——Rape English	57	0	0	0	0	0	—
——Refined .	59	0	0	0	0	0	—
——Linseed, English	130	0	0	0	0	0	—
——Cod Newfound.	41	0	0	0	3	0	—
——Sperm. .	96	0	0	0	0	0	—
——Head Matter	111	0	0	0	0	0	—
——Whale, Greenland	0	0	0	0	0	0	—
——Brazil or S. Fish	38	0	0	40	0	0	—
——Pilchard .	36	0	0	0	0	0	—
——Seal Brown .	49	0	0	0	0	0	—
——White .	41	0	0	0	0	0	—
Oranges Lisb. repa. best	4	10	0	5	0	0	ch
——St. Michael's	0	0	0		0	0	bx
Orchil-Weed, Canary B.	none			0	0	0	T.
——Inferior	140	0	0	0	0	0	—
——Cape de Verd .	90	0	0	0	0	0	—
PITCH American . .	0	12	6	0	13	6	C.
——Archangel .	0	12	0	0	13	0	—
——Sweden . .	0	14	0	0	15	0	—
——British . .	0	11	0	0	11	6	—
PROVISIONS. Butter: Carlow 1st	5	16	0	0	0	0	—
Cork 1st	5	14	0	0	0	0	—
Waterford 1st	5	12	0	0	0	0	—
Holland . .	6	0	0	6	4	0	—
Friesland .	6	0	0	0	0	0	—
Embden . .	5	12	0	0	0	0	Fi
York Best .	5	10	0	0	0	0	C.
Cumberland .	3	6	0	0	0	0	Ti
Irish: Bacon new	3	12	0	0	0	0	Bl
Beef India .	10	0	0	0	0	0	Ti
Beef me. new	0	0	0	7	10	0	Bl
Ditto . .	0	0	0	0	0	0	C.
Pork India .	8	5	0	0	0	0	—
——new mess	4	15	0	5	5	0	—
Hams, York .	5	16	0	0	0	0	—
—— Cumberland	5	15	0	0	0	0	—
—— Westphalia	5	12	0	0	0	0	—

		FROM £	s.	d.	TO s.	d.	
RAISINS, &c. Wholesale Dealers Prices:	Currants	4	11	0	4	15	0 C.
	Figs Faro	3	2	0	3	4	0
	—— Turkey	5	10	0	6	10	0
	Plums French	0	0	0	0	0	0
	Prunes new	0	0	0	0	0	0
	Muscatels	9	0	0	10	0	0
	Bloom or Jar	4	0	0	7	0	0
	Sun or Solis, new	4	4	0	0	0	0
	Belvedere	0	0	0	0	0	0
	Denia or Malaga	2	10	0	0	0	0
	Sultana	6	6	0	0	0	0
	Lipari new	0	0	0	0	0	0
	Smyrna Black	0	0	0	0	0	0
	—— Red, new	4	4	0	4	10	0
Rags Hambro' SPF		3	14	0	0	0	0 C.
—— FF		3	4	0	0	0	0
—— FX		0	0	0	2	4	0
—— Italian fine		3	15	0	0	0	0
—— Seconds		3	6	0	0	0	0
Rice, Carolina (new)		2	5	0	3	0	0
—— bonded		0	0	0	0	0	0
—— East India		none			0	0	0
Rosin English Black		1	15	0	1	16	0
—— Yellow		1	19	0	0	0	0
Rum Jamaica		0	5	9	0	6	6 G.
—— Leeward Island		0	4	6	0	4	9
SACCARUM Saturni		0	1	3	0	0	0
Safflower		8	10	0	0	0	0 C.
Saltpetre, Ea. In. Rough		4	0	0	0	0	0
—— British, Refined		3	15	0	3	15	6
Smalts FFE		0	5	0	0	0	0 lb.
—— FE		0	3	10	0	0	0
—— OC		0	2	10	0	0	0
—— MER		0	2	9	0	0	0
Shumack, Faro		1	6	0	1	7	6 C.
—— Malaga		1	11	0	1	12	6
—— Oporto		none			0	0	0
—— Sicily		1	5	0	1	7	6
—— American		none			0	0	0
Skins undressed	Goat Turkey	1	5	0	2	15	0 D.
	—Mogadore	1	15	0	2	10	0
	Lamb Italian	6	15	0	7	10	0
	—— Spanish	6	0	0	6	10	0
	Kid Italian	6	0	0	7	10	0
	—— Spanish	6	0	0	9	0	0
	Seal Greenl.	0	2	11	0	0	0 sk.
	—So. Fishery	0	6	0	0	10	0
	Calf British	0	10	0	0	12	6
	—For. salted	0	0	6	0	0	11½ lb.
Silk Raw 16 oz. to a lb.	Bengal Skein	0	15	0	0	22	6
	—— Novi	0	23	0	0	40	0
	China 3 moss	none			0	0	0
	—— 6 moss	0	31	0	0	38	0
	Fossombrone	0	43	0	0	47	0
	Friuli first	0	40	0	0	0	0
	—— second	none			0	0	0
	Milan	0	37	0	0	0	0
	Reggio	0	28	0	0	38	0
	Brutia	0	27	0	0	30	0
Silk Thrown 16 oz. to a lb.	Bergam	0	59	0	0	66	0 lb.
	Brescia	none			0	0	0
	Modena	none			0	0	0
	Piedm.	0	70	0	0	75	0
	Milan	0	60	0	0	65	0

		FROM £	s.	d.	TO s.	d.	
Spices, Cinnamon		0	2	0	0	10	0 lb.
—— Bonded		0	0	0	0	7	6
—— Cloves		0	8	6	0	8	9
—— Bonded		0	0	0	0	4	6
—— Mace Long		2	6	0	2	7	0
—— Bonded		1	10	0	1	16	0
—— Nutmegs		1	0	0	1	4	6
—— Bonded		0	17	9	1	2	0
Ginger, Barbadoes W.		4	6	0	4	10	0 C.
—— Jamaica Black		3	4	0	3	10	0
—— White		8	15	0	12	12	0
—— East India		3	10	0	4	0	0
Pepper		0	2	6	0	2	7
—— Light		0	2	4	0	0	0
—— White		0	4	5	0	4	4
—— Dust		0	6	0	0	7	0
—— Long		7	10	0	8	0	0
Pimento or Jam. Pep.		0	1	11	0	1	11½
Spirits Malt		0	15	3	0	0	0
STAVES, Memel Ham & Stet. Dantzic. Quebec Ameri.	Barrel				0	0	0 per 1200 Staves.
	Hogshead	none			0	0	0
	Pipe				0	0	0
	Barrel Single	105	0	0	210	0	0
	Hogshead Single	185	0	0	275	0	0
	Pipe Single	220	0	0	420	0	0
	Brack Hhd.	none			0	0	0
	—— Pipe				0	0	0
	Crown Hhd.	220	0	0	0	0	0
	—— Pipe	330	0	0	0	0	0
	Barrel				0	0	0
	Long Head	none			0	0	0
	Short Head				0	0	0
	Pipe				0	0	0
	Barrel				0	0	0
	Brack Pipe 1	none			0	0	0
	—— 2				0	0	0
SUGAR Waterside Prices.	Antigua	0	76	0	0	82	0 C.
	Barba. Clayed 1s	0	79	0	0	81	0
	—— 2d	0	82	0	0	86	0
	—— 3d	0	88	0	0	94	0
	Musco. orbrown	0	75	0	0	82	0
	Dom. Nev. & Tor.	0	76	0	0	80	0
	Grenada Muscov.	0	75	0	0	78	0
	Jamaica brown	0	75	0	0	77	0
	—— middling	0	78	0	80	0	0
	—— good	0	81	0	0	82	0
	—— fine	0	83	0	0	85	0
	St Kitts & Monts.	0	77	0	0	85	0
	Tobago & St Vin.	0	75	0	0	80	0
	Surinam & Dem.	0	74	0	0	78	0
	Trinidad	0	75	0	0	78	0
	East India	0	73	0	0	82	0
Sugar Brokers Prices.	Ground tips	0	75	0	0	0	0
	—— middles	0	77	0	0	80	0
	—— Faces	0	85	0	0	90	0
	Lumps very Bro.	0	101	0	0	103	0
	—— Better	0	104	0	0	106	0
	—— Middling	0	107	0	0	109	0
	—— Best	0	110	0	0	112	0
	Sing. Loa. Brown	0	106	0	0	109	0
	—— Middling	0	109	0	0	112	0
	—— Best	0	114	0	0	115	0
	Powder Loaves	0	109	0	0	116	0
	Molasses	0	39	0	0	40	0

	FROM £	s.	d.	TO £	s.	d.	per
TALLOW Town Melt.	0	0	0	0	0	0	C.
——— Russian Yellow	5	15	0	0	0	0	
——— White	5	10	0	0	0	0	
——— Soap	5	11	0	0	0	0	
Rough Fat aver. of 3m.	0	0	0	0	0	0	St. Bl.
TAR Carolina	uncert.			0	0	0	
——Virginia				0	0	0	
——Archangel	2	13	0	0	0	0	
——Stockholm	2	14	0	2	15	0	
TEA by the Package without Duty or Excise.							
——Bohea Common	0	1	6¼	0	0	0	lb.
———Middling	0	1	8	0	1	9	
——Congou Common	0	2	11	0	3	2	
———Best	0	3	3	0	3	6	
——Campoi Common	0	3	2	0	0	0	
———Best	0	3	3	0	3	6	
——Pekoe	0	3	9	0	4	0	
——Twankay Com.	0	3	2	0	3	3	
———Best	0	3	4	0	3	7	
——Hyson Skin Com.	0	3	2	0	3	4	
———Fine	0	3	5	0	3	6	
——Hyson Common	0	4	7	0	4	9	
———Middling	0	4	10	0	5	1	
———Fine	0	5	2	0	5	10	
——Gunpowder	0	4	8	0	6	6	
TIN in bars on board	6	2	0	0	0	0	C.
——In Blocks do.	6	3	0	0	0	0	
——Grain in blocks on Shore	8	0	0	8	8	0	
TIMBER. American Deals: Dantz 3inby40ft	0	0	0	0	0	0	each
——2¼——36	0	0	0	0	0	0	
——2——30	0	0	0	0	0	0	
Archangel	0	0	0	0	0	0	
Petersburgh	0	0	0	0	0	0	
Narva Yellow	0	0	0	0	0	0	
——White	0	0	0	0	0	0	
Dantzick Fir	0	0	0	0	0	0	
Memel Fir	0	0	0	0	0	0	
Riga Fir	0	0	0	0	0	0	
Oak Board	0	0	0	0	0	0	per C. red. L.
Pine Boards	0	0	0	0	0	0	
Timber	0	0	0	0	0	0	
Tobacco bonded Maryland fi.	0	1	3	0	1	6	lb.
Good Colour	0	1	0	0	1	1	
———Middling do.	0	0	11	0	1	0	lb.
———Brown or Ord.	0	0	9	0	0	10	
———Virginia fine	0	1	10	0	2	2	

	FROM £	s.	d.	TO £	s.	d.	per lb.
——Middling	0	1	8	0	1	10	
——Ordinary	0	1	6	0	1	7	
——Rappahanock	0	1	10	0	2	0	
——Carolina	0	1	10	0	2	0	
——Georgia	0	1	10	0	2	0	
——Strip leaf	0	2	4	0	2	8	
——Turkey	0	1	2	0	1	6	
Tortoise-shell	0	17	6	1	4	0	
Turpentine, American	3	0	0	0	0	0	C.
Valonia	22	0	0	0	0	0	T.
Vermilion, Dutch	0	0	0	0	5	0	lb.
——China	0	0	0	0	0	0	
WAX, Bees, English	17	0	0	0	0	0	C.
——American	16	10	0	17	0	0	
——African	10	15	0	13	1	0	
——Dantzic & Ham.	17	0	0	0	0	0	
——Hambro' white	0	3	0	0	3	6	lb.
Greenland Whalefins	38	0	0	39	0	0	
South Fishery do.	16	0	0	19	0	0	T.
WINE Prices of Dealers: Red Port	90	0	0	96	0	0	P.
——Old	100	0	0	0	0	0	
Sherry	92	0	0	100	0	0	Bt
Lisbon	87	0	0	90	0	0	P.
Vidonia	70	0	0	78	0	0	
Bucellas	95	0	0	0	0	0	
Mount. Old	75	0	0	80	0	0	Bt
Madeira Old	80	0	0	120	0	0	P.
Claret	70	0	0	90	0	0	H.
Rhenish	0	0	0	0	0	0	A.
Wood, Box American	0	0	0	0	0	0	T.
——Turkey	16	0	0	23	0	0	
——Cedar, Carolina	0	0	6½	0	0	11	Ft
——Jamaica	0	0	0	0	0	0	
Lignum Vitæ Jamaica	14	0	0	22	0	0	T.
——Providence	11	0	0	21	0	0	
——Mahogany Hisp.	0	1	8	0	2	4	Ft
——Honduras	0	1	3	0	1	6	
——Providence	none			0	0	0	
Wool Beav. Ruffing Best	0	69	0	0	0	0	lb.
——Wooms Brown	0	63	0	0	0	0	
——Inferior	0	55	0	0	0	0	
——Best White	0	57	0	0	0	0	
——Inferior	0	52	0	0	0	0	
——White Stage	0	46	0	0	0	0	
——Coat Seasoned	0	40	0	0	0	0	
——Old	uncert.			0	0	0	
——Coney English	0	17	6	0	0	0	
——Goats Aleppo	uncer			0	0	0	
——Smyrna	0	4	6	0	5	9	
——Vigonia Red	0	11	0	0	14	0	
——Pale	0	4	6	0	5	0	
Yarn Mohair Smyrna	0	4	6	0	9	0	

Daily Prices of STOCKS, from 20th of JANUARY to 20th of FEBRUARY 1809.

1808.	Bank Stock.	3 per Cent. Reduced.	3 per Cent. Consols.	4 per Cent. Cons. 1730.	3 per Cent. Def.	Navy 5 per Cent.	Long Annuities.	Consol Short An	5 per Cent. 1797.	Omnium.	Imperial 3 per Cent.	Ditto Annuities.	India Stock.	India Bonds.	Old Annuities.	New Ditto	Navy and Vict. Bills.	3½ d. Exchequer Bills.	Lottery Tickets. £ s. d.	Consols for Acct.	Irish Omnium.	Irish 5 per Cent.
Jan. 21	—	65⅞	65½	81⅛	—	97½	18⅞	—	—	1½ d	64¼	7½	181¼		—	—	—	10 14p		66⅛	—	95⅛
23	—	66	65⅝	81⅜	—	97⅝	18⅝	—	—	1½ d	—	—	—	9 10p	—	—	—	10 14p		66⅛	—	—
24	241	66¼	65⅝	81⅜	—	98	18½	—	—	1¾ d	64⅜	—	—	9 10p	—	—	—	10 13p		66	—	—
25																						
26	243	67	66⅜	82	—	98½	18¼	—	—	1½ d	—	7½	183	9 79p	—	—	—	10 13p		66⅛	—	95⅞
27	243¼	67⅛	67	83	—	99½	18⅛	—	—	¾ p	66⅜	7⅛	185	8 9p	—	—	—	11 13p		67⅛	—	—
28	244	68	67½	82½	—	98⅜	18½	—	—	¾ p	—	—	—	9 10p	—	—	—	12 14p		67¼	—	—
30																						
31	244	67½	66⅝	82⅞	—	98½	18⅛			par	66	—	183¾	9 10p	—	—	—	12 15p		67⅛	—	—
Feb. 1	—	67½	66⅞	83	—	98⅝	18⅛	—	—	¾ p	66⅝	—	—	10 p	—	—	—	12 14p		67⅛	—	96½
2																						
3	243¼	67⅜	66¼	81⅞	—	98⅛	18⅝	—	—	1½ p	66¼	7⅛	182½	10 p	—	—	—	13 9p		67⅛	—	—
4	—	67½	69	83	—	—	18⅝	—	—	¾ p	—	—	—	10 11p	—	—	—	12 15p		67⅛	—	—
6	—	67½	66⅞	83	—	99	18⅝	—	—	¾ p	—	—	—	10 12p	—	—	—	12 15p		67	—	—
7	243	67⅜	67	83⅛	—	99⅛	18½	—	—	¾ p	66½	7½	182¾	11 12p	—	—	—	14 15p		67⅛	—	97
8																						
9	244	68⅛	67½	83⅛	—	99⅛	18⅞	—	—	1 p	66⅞	7½	—	11 9p	—	—	—	14 12p	21 19 0	67⅞	—	97¼
10	—	68⅛	68	83⅞	—	99⅞	—	—	—	1⅛ p	—	—	185	10 9p	—	—	—	14 12p	do	68⅛	—	—
11	—	68⅛	67⅝	83⅞	—	99⅛	18⅛	—	—	1 p	—	—	—	11 12p	—	—	—	11 14p	do	67⅞	—	—
13	—	67⅞	67⅛	83⅞	—	99⅛	18⅛	—	—		—	—	—	12 13p	—	—	—	10 14p		67⅛	—	—
14	243¼	67⅛	67⅛	83⅛	—	99	18⅛	—	—	¼ p	66⅛	7⅛	—	12 10p	—	—	—	10 13p		67⅛	—	97½
15																						
16	244	68	67⅛	83⅛	—	99	18⅜	—	—	1 p	—	7⅛	183½	11 9p	—	—	—	11 8p		67⅛	—	97⅛
17	—	68	67⅛	83⅜	—	99	18⅜	—	—	1 p	66⅛	7⅛	—	9 10p	—	—	—	9 13p	do	67⅛	—	97⅛
18	—	68	67⅛	83⅜	—	99	18⅜	—	—	¼ p	—	—	184	10 9p	—	—	—	11 8p	do	67⅜	—	—
20	—	68	67⅛	80⅛	—	99¼	18⅛	—	—	1 p	64⅛	7⅛	—	9 10p	—	—	—	10 14p		67⅛	—	97⅜

[*The above are taken at the highest prices of the day.*]

ISAAC VALE, Stock-Broker, 74, Bishopsgate Without.